

5/13/2026

**FOR YOUR INFORMATION**

2026-169/5-48

To: Airport Manager, Miami International (MIA), FL, FAA (ASO-600)

2331309

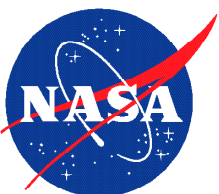
Info: FAA (AVP-1, AVP-200, AAS-1, AFS-260, AFS-200, AJV-A, AAS-300, Director of Air Traffic Operations ESA South, Runway Safety Team), A4A, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, Jeppesen Sanderson Inc.

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: MIA Ramp Lighting and Markings

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2331309

### DATE / TIME

Date of Occurrence 202602  
Local Time Of Day 1801 to 2400

### PLACE

Locale MIA.Airport  
State FL  
Altitude - AGL 0

### AIRCRAFT / EQUIPMENT X

Make Model Name Widebody Transport  
Operating Under FAR Part 121

### PERSON 1

Function - Flight Crew Captain  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 2331309

### EVENTS

Anomaly Conflict - Ground Conflict, Less Severe  
Anomaly No Specific Anomaly Occurred - Unwanted Situation  
Detector - Person Flight Crew  
Result - General None Reported / Taken

### NARRATIVE 1

Our flight landed and was scheduled to park at N2B. The parking angle has a large angle relative to the building and taxiway. The turn into the bay is maybe 160deg. There is little structural lighting and the lead in line is invisible in the dark. Additionally, the angle is such that the FO (First Officer) couldn't see the lineup. We switched prior to entering the ramp to my taxiing from the left seat. The only guidance was from the follow me truck. That has its own issues because of the vehicle lightning is so bright that the flashing strobes makes it hard to see. Marshallers were of little help and gave conflicting signals.

I feel it is an understatement to say that was the most sketchy parking I have ever attempted with an aircraft. Wing clearance on the right side is tight and impossible to judge in a sharp turn in the opposite direction from the wing. Doing this in the dark you are totally dependent on the ramp for clearance of the wingtip with the other aircraft.

This is an incident waiting for a time to happen. This should be a tow in only gate. I do not feel comfortable ever taxiing into that gate in the future with anything larger than a Cessna 172!

Cause: Design of the ramp is a major issue. The angles are due to aircraft length causing them to stick out. The area also is restricted on lighting as it is under the final visual segment of 26R and no large area lighting exist. Ramp lines have no reflectivity and do not stand out due to buildup of dirt and other materials on the lines.

Suggestions: This spot should be a tow in only gate.

The entire ramp striping needs to be redone with highly reflective paint. Highly reflective wing clearance lines would also be beneficial for all spots.

Consider a solution with embedded LED lighting for the line. New technology could support led lighting for the line using LED strips embedded in the line with minimal challenges. The strip and power could be dropped into the concrete by cutting strips in the concrete and no need to dig it up like you need to with conventional airport lighting cans. This isn't a certified area.

An alternative is to use glowing roadway paint that has been developed. This would keep the light pollution issue for runway operations to a minimum but provide a better lineup marking.

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## **SYNOPSIS**

Air carrier Captain reported difficulty turning into a parking bay at MIA airport due to limited wingtip clearance and the need to execute a sharp turn. Reporter stated ramp lighting is inadequate and the ramp striping lines should be redone.