

5/27/2026

FOR YOUR INFORMATION

2026-182/11-33

To: Airport Manager, Miami International (MIA), FL, FAA (ASO-600) 2354454

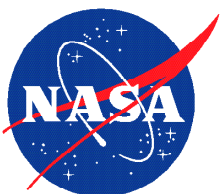
Info: FAA (AVP-1, AVP-200, AAS-1, AFS-260, AFS-200, AJV-A, AAS-300, Director of Air Traffic Operations ESA South, Runway Safety Team), A4A, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, Jeppesen Sanderson Inc.

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

Re: MIA Taxiway Confusion

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.



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



ACN 2354454**DATE / TIME**

Date of Occurrence	202604
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	MIA.Airport
State	FL
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp	MIA
ATC / Advisory - Ground	MIA
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

AIRCRAFT / EQUIPMENT Y

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2354454

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2354760

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Result - Flight Crew	Returned To Clearance
Result - Air Traffic Control	Issued Advisory / Alert

NARRATIVE 1

Upon landing Runway 12 at MIA, Tower instructed us to exit left on S and join Q monitor ground to the ramp. We joined Q and called Ramp Control and they said enter spot 21 to the gate. It seemed that we needed to proceed slightly to the left to go to spot 21 which was a turn onto T. Ground queried us and said we should have stayed on Q all the way around but if we did that it seemed like we would go past spot 21 and still be making a turn onto P. Ground said it wasn't really an issue but it was a confusing spot. We continued to the gate with no issues.

NARRATIVE 2

After landing on Runway 12, and exiting on Taxiway S, ground gave us "taxi Sierra, Quebec, contact Ramp." Our gate was very close to us at this point. Ramp said "Enter spot 21 to Gate XX." Taxiway Q does not lead us to spot 21 as it is parallel. This seems to be very ambiguous at best and leads to pilot interpretation as to how to leave Q for spot 21. This whole exchange between exiting the runway, contacting Ground and contacting Ramp was about 30 seconds. Taxiway Q to T led directly to spot 21 which was right off the nose. Seeing no issue, I turned the jet slightly and angled that way. At the same moment a jet began its push off of Gate XY, but seeing that we still would have no issue as it's a large area, I continued. At that point Ground said we took a wrong turn and cautioned the jet on pushback.

To me, this was nonsense. Give an ambiguous clearance, expect ambiguous results. We are trained in many things but mind reading is not one of them. Taxiway Q will never bring us to the ramp, so what was expected? MIA Ground must be clear in instructions on an entry point or this will continue to happen guaranteed.

SYNOPSIS

Air carrier Flight Crew reported receiving a conflicting taxi clearance from MIA Ground Control when trying to comply with a ramp entry spot clearance from the Ramp Controller, resulting in a taxi deviation. The Controller agreed that the spot was confusing and the flight proceeded to the gate.