

7/15/2026

**FOR YOUR INFORMATION**

2026-251/5-77

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

2376305

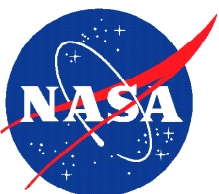
Info: FAA (AVP-1, AVP-200, AAS-1, AFS-260, AFS-200, AJV-A, AAS-300, Director of Air Traffic Operations ESA South, Runway Safety Team), A4A, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, Jeppesen Sanderson Inc.

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

Re: MIA Taxiway Signage 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 2376305****DATE / TIME**

|                    |              |
|--------------------|--------------|
| Date of Occurrence | 202606       |
| Local Time Of Day  | 1801 to 2400 |

**PLACE**

|                |             |
|----------------|-------------|
| Locale         | MIA.Airport |
| State          | FL          |
| Altitude - AGL | 0           |

**AIRCRAFT / EQUIPMENT X**

|                          |                 |
|--------------------------|-----------------|
| ATC / Advisory - Tower   | MIA             |
| Make Model Name          | Heavy Transport |
| Operating Under FAR Part | 121             |

**PERSON 1**

|                        |              |
|------------------------|--------------|
| Function - Flight Crew | Captain      |
| Function - Flight Crew | Pilot Flying |
| ASRS Report Number     | 2376305      |

**EVENTS**

|                              |                                                   |
|------------------------------|---------------------------------------------------|
| Anomaly                      | Ground Event / Encounter - Ground Equipment Issue |
| Detector - Person            | Flight Crew                                       |
| Result - Flight Crew         | Became Reoriented                                 |
| Result - Air Traffic Control | Issued New Clearance                              |

**NARRATIVE 1**

Landing in MIA at XA:30 local time, we rolled out 26L to exit the runway at the end. This was our briefed exit, and was instructed by ATC. Taxiway P was closed, and indicated on the iPad moving map and by illuminated red lighting on the taxiway. We were instructed to turn left at the end of the runway and join Q. I was PM for the landing, but CA, so reaching the end of the runway I initiated the change of controls and continued slowing the aircraft to taxi speed. I had developed a mental model of what I thought the taxi off would look like, and began a greater than 90 degree turn at the end of the runway.

As our lights swung towards the taxiway I noticed a sign ahead of me that said Q with an arrow pointing to the right. Somewhat instinctively I stopped my turn and began to follow the taxiway that appeared to be indicated by the sign. This completely went against my preconceived model of the intersection, so I paused and queried my crew, "where is Q?" Both FO indicated that it should be towards the left, but agreed that the signage was confusing. I noticed the hold short lines to the approach end of runway 12 off my nose and to the right. I also noticed the white runway lights of 12/30, which is what the Q-> sign was pointing towards, and where I had been heading until I stopped.

At this time tower came on the radio and instructed us to exit the runway immediately with traffic landing behind us. I determined which taxiway was Q by elimination, not runway 12/30 and not P by their differential lighting, white runway and red closure. I did not observe any other signage indicating taxiway Q from the taxiing off perspective of 26L until we were established on the taxiway.

Cause: Dark conditions, and a wide-open taxiway intersection with few markings caused a momentary disorientation that nearly resulted in a runway incursion.

Suggestions: There is already a hotspot, which is good, however it does not discuss a lack of taxiway signage. Surface markings, or other markings aimed at the turnoff from 26L would help maintain situational awareness.

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## **SYNOPSIS**

Air carrier Captain reported confusing Taxiway Q signage exiting Runway 26 at MIA.