10/27/2026 **FOR YOUR INFORMATION** 2026-367/5-110

2408094

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

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, NATCA, NBAA, NTSB, RAA, Jeppesen Sanderson Inc.

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

Re: MIA Airport Taxiway Closure

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 2408094	
DATE / TIME	
Date of Occurrence	202609
Local Time Of Day	0601 to 1200
PLACE	
Locale	MIA.Airport
State	FL
Altitude - AGL	0
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Tower	MIA
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
PERSON 1	
Function - Flight Crew	First Officer
ASRS Report Number	2408094
PERSON 2	
Function - Flight Crew	Captain
ASRS Report Number	2408087
EVENTS	
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Result - General	Flight Cancelled / Delayed
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance
NARRATIVE 1	

We taxied off of Runway 09 at Taxiway Uniform, straight into Victor and held short of Runway 12. When taxiing off of Runway 09 we did not receive any direction from tower on a taxi route, so we did what we normally do was taxi up and held short of Runway 12 at Victor. We were holding short of 12 at Victor for a little bit when I got on the radio and said that we were holding short of 12. Tower came back confused and said that that taxiway is closed and that they would have to come out and get a tug to push us back because we couldn't cross 12 at that location. We could only cross one two at Sierra or Tango. Tower informed us that it was listed in the ATIS. The captain confirmed that we were not able to do a U-turn because of the width of the taxiway.

When briefing our pre-arrival brief before we landed, we checked the NOTAMs on the moving map and none of those taxiway closures listed on the ATIS were on the moving map graphic or in the listed NOTAMs at that time. Not sure if we just missed the NOTAMs on the moving map to indicate the correct taxiway closures. We did see that Runway 12 and 30 is red, indicating that they were closed. While we were waiting at the hold-short at Victor and 12, other aircraft were landing on Runway 09 and we're being directed by ATC Tower that the only way to taxi across Runway 12 was Sierra and Tango. Most of the pilots that were responding to ATC seemed confused as to why they were being told to taxi that way instead of the normal route of Victor or

Uniform or other taxiways in the vicinity. Eventually, Operations vehicles came out and did a check of Runway 12/30 at Victor and we were allowed to cross at that location instead of being pushed back with a tug. We taxi to the gate and our end time was XA:35.

Cause: Although not fatigued, being tired because we're flying through our normal sleep cycle and circadian rhythm, possibly could be a factor in this. The affected taxiway closures in the ATIS are halfway and 3/4s of the way down the ATIS printout. I believe normalcy bias in our taxi route coming off Runway Nine is also contributing factor. While the taxiway closures were published in the ATIS they did not appear to be in the moving map notes when we looked through them, we could've missed them, but we didn't see any red taxiway closures on the moving map for the taxiway closures, we saw red only for Runway 12 and 30.

NARRATIVE 2

After landing on Runway 09 we exited on Taxiway U. We slowly proceeded onto Taxiway V and held short of Runway 30. We queried tower for further instruction, and were told we couldn't cross Runway 30 on V. We were asked if we could do a U-turn on Taxiway V and we responded unable. After some time airport operations personnel arrived in vehicles and performed a FOD check of Runway 30 in the area of Taxiway V. Once complete, ATC cleared us to cross Runway 30 on Taxiway V and then cleared us to the gate.

Cause: All taxiways crossing Runway 30 were closed except S and T and were listed as closed on the current ATIS. We both missed that. Although closed there were no markings or barriers blocking Taxiway V. I am used to tower providing taxi instruction while exiting the runway and although traffic was very light these instructions were not issued. Also the Airport Moving Map (AMM) mode showed runways 12/30 closed but did not indicate any taxi closures. Runway closures are not unusual for early arrivals at MIA. During our arrival brief we had checked for NOTAMs in FD Pro and no taxiways were listed as closed. My expectation that tower would provide taxi instruction while we exited the runway as well as Taxiway U to V in my experience is the normal inbound taxi route contributed in our predicament. Although safety of flight was never a factor the late gate arrival was unfortunate. We were grateful to the MIA personnel who provided us with a FOD check and allowed us to eventually cross Runway 30 on Taxiway V as the previous conversation was the possibility of an even longer delay for a tug to push us back so that we could access one of the open taxiways. This is the first time in my career that I can remember, of a taxiway being closed with no markings or physical barrier in place. The lesson here is, carefully read the ATIS for unpublished NOTAMs.

SYNOPSIS

Air carrier flight crew reported unexpectedly entering a closed taxiway at MIA. The flight crew stated there were no markings or barriers blocking the closed taxiway nor were there any NOTAMs indicating any taxiway closures.