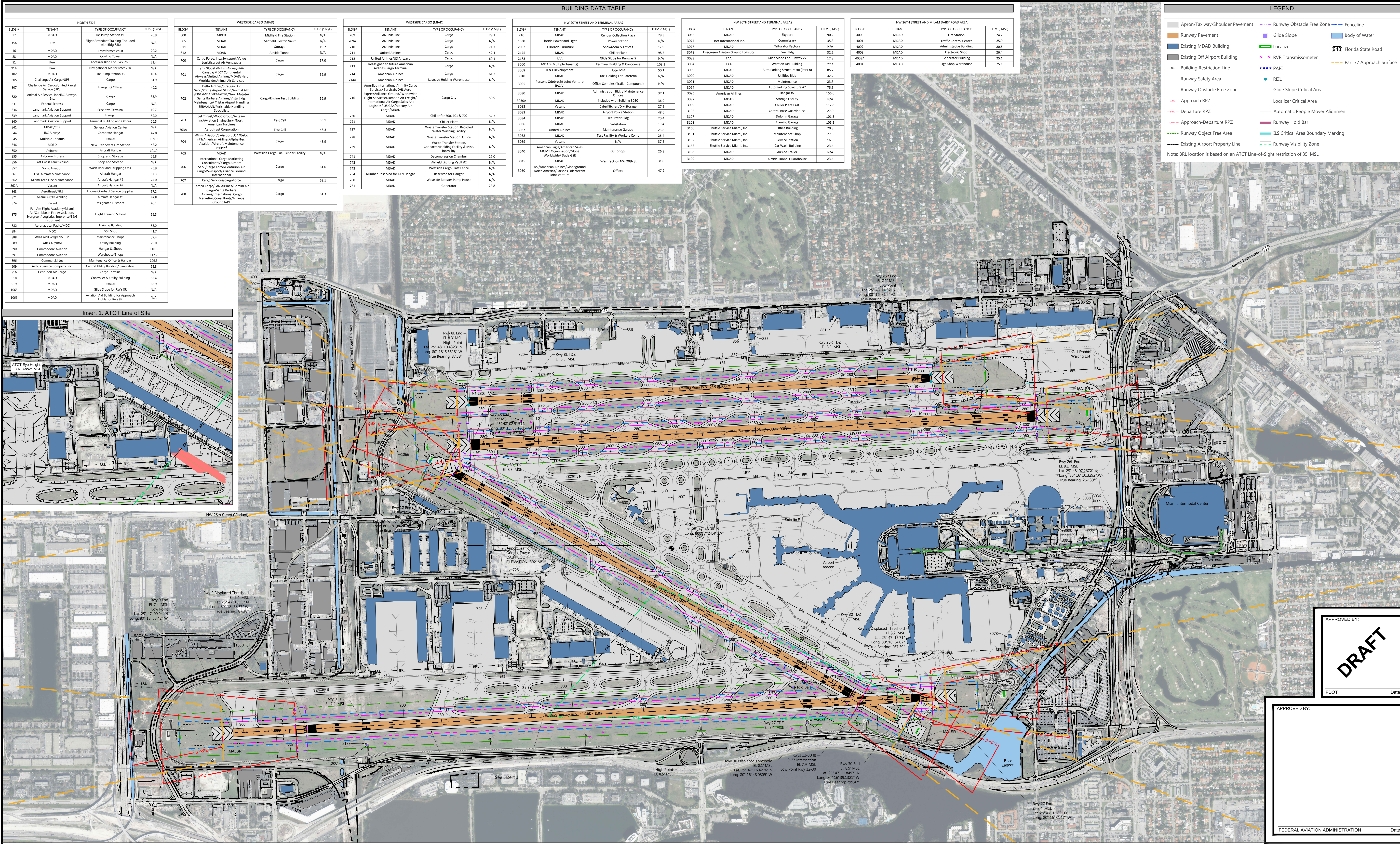




ID	TITLE OF STANDARD	STANDARD	MODIFICATION	DESCRIPTION OF MODIFICATION	STATUS	APPROVAL DATE
AD-1	Taxiway Design, A/C 1505300-13A, Airport Design	Taxiways to be Designed in Accordance with Tables 4.3 through 4.10	Miami Sprint	Exit Taxiways are based on special design runways BR26L and 12/30 (Miami Sprint)	Valid	May 6, 1974
AD-3	Approach Surface Penetration, Title 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace	No Penetrations to Approach Surface	Landing Threshold Displaced 1,200'	Part 77 Approach Surface to Runway 27 has 1' violation of clearance over Seaboard Coast Line railroad (950' of Runway End, South Edge)	Valid	May 6, 1974
AD-4a	Transitional Surface Penetration, Title 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace	No Penetrations to Transitional Surface	Penetration Does Not Cause Hazard to Air Navigation	Part 77 Transitional surface south of Runway 9-27 violated by clearance requirements over interior service road, perimeter road, and Seaboard Coast Line railroad.	Valid	May 6, 1974
AD-6	Transitional Surface Penetration, Title 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace	No Penetrations to Transitional Surface	Penetration Does Not Cause Hazard to Air Navigation	Reduction of clearance requirement by Runway 9-27 extension south transitional surface over interior service road.	Valid	December 12, 1979
AD-7	Approach and Transitional Surface Penetration, Title 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace	No Penetrations to Approach and Transitional Surface	Penetration Does Not Cause Hazard to Air Navigation	Approach and transitional surfaces to Runway 9 extension penetrated by clearance requirements over Florida East Coast railroad.	Valid	December 12, 1979
AD-8	Transitional Surface Penetration, Title 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace	No Penetrations to Transitional Surface	Penetration Does Not Cause Hazard to Air Navigation	Transitional surface along south side Runway 9-27 extension penetrated by Seaboard Coast Line railroad clearance requirements.	Valid	December 12, 1979
AD-10	Transitional Surface Penetration, Title 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace	No Penetrations to Transitional Surface	Landing Threshold Displaced 1,300'	Clearance plane over State Route 526, Palmetto Expressway, penetrates approach surface for Runway 9.	Valid	December 12, 1979
AD-11	Approach Surface Penetration, Title 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace	No Penetrations to Approach Surface	Landing Threshold Displaced 1,300'	Ten light poles in State Route 526, Palmetto Expressway, median penetrates the approach surface for Runway 9.	Valid	November 21, 1984
AD-15	Taxiway Centerline to Fixed or Movable Object, A/C 1505300-13A, Airport Design	150' in Accordance with Table 4-1, Design Group V	Allow 137' Separation Between Object and ADG V Aircraft	Outer terminal apron vehicular roadway on certain portions of the apron has 137' separation from the centerline of ADG V Runway.	Valid	July 16, 1985
AD-51	Runway to Taxiway Separation, A/C 1505300-13A, Airport Design	400' in Accordance with Table 3-5, Design Group V	Allow 300' Separation Between ADG V Runway and Taxiway	Runway to taxiway separation is 300' Runway 12-30 between Concourses "I" and "H". Runway is in the vicinity of concourse "H".	Valid	July 16, 1985
AD-52	Taxiway to Taxiway Separation, A/C 1505300-13A, Airport Design	287' in Accordance with Table 4-1, Design Group V	Allow 237' Separation Between ADG V Taxiways	Taxiway "P" to taxiway "Q" separation is at 237' between Concourses "I" and "H". Instead of 207'.	Valid	July 16, 1985
AD-53	Building Restriction Line, A/C 1505300-13A, Airport Design	Buildings must be located within BRL	Allow BRL Encroachment	Encroachment on building restriction line at 750' by 3 buildings.	Valid	July 16, 1985
AD-T1	Order 8260.38, United States Standards for Terminal Instrument Procedures	No Penetrations to TERPS	Penetration Does Not Cause Hazard to Air Navigation	Penetrations of 341' (TERPS) in Runway 30 Displaced Threshold.	Valid	July 16, 1985
AD-A1	Approach and Transitional Surface Penetration, Title 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace	No Penetrations to Approach and Transitional Surface	Penetration Does Not Cause Hazard to Air Navigation	Penetrations railroad, perimeter road, interior service road, State Road 836, highway sign, high standards, and apartment building (551' or 341' approach surface or 71' transitional surface to end of Runway 30).	Valid	July 16, 1985
AD-A2	Primary Surface Penetration, Title 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace	No Penetrations to Primary Surface	Penetration Does Not Cause Hazard to Air Navigation	Encroachment of 100' wide, primary surface of Runway 12-30 by 14', by interior service road.	Valid	July 16, 1985
AD-A3	Transitional Surface Penetration, Title 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace	No Penetrations to Transitional Surface	Penetration Does Not Cause Hazard to Air Navigation	Penetration of 71' transitional surface on the south side of Runway 12-30, by portions of Building, Boeing B747 taxi, and ATCT.	Valid	July 16, 1985
ID	TITLE OF STANDARD	STANDARD	MODIFICATION	DESCRIPTION OF MODIFICATION	STATUS	APPROVAL DATE
AD-N1	Objects within ILS Critical Areas, Order 8750.160, Sling Criteria for Instrument Landing Systems	GS Critical Areas Must be Clear of All Fixed and Movable Objects while Equipment is Operational	Objects Do Not Cause Hazard to GS or Operation	Clearance of Runway 12 GS by interior service road, and N.W. 25th Street.	Valid	July 16, 1985
AD-N2	FAA Order 6850.2A, Visual Guidance Lighting Systems	No object protrudes above the approach 300' plane.	Visibility minimums raised 30' table.	Runway 30 MALS Penetration of light plane.	Valid	July 16, 1985
AD-19	Objects within Runway Protection Zones, A/C 1505300-13A, Airport Design	No Fixed or Movable Objects Located within RPZ	Objects/Penetrations Do Not Cause Hazard to Air Navigation	To locate automobile parking garages under Part 77 Surfaces within the RPZ for Runway 27.	Valid	August 20, 1987
AD-21	Approach Surface Penetration, Title 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace	No Penetrations to Approach Surface, No Fixed or Movable Objects Located within RPZ	Objects/Penetrations Do Not Cause Hazard to Air Navigation	Aircraft on taxiway within Runway 27 RPZ, and Approach Surface.	Valid	August 30, 1994
AD-22	Taxiway Design, A/C 1505300-13A, Airport Design	Taxiways to be Designed in Accordance with Tables 4.3 through 4.10	Non-Standard High Speed Exit Geometry	Approval of unique high-speed exit geometry known as the "Miami-Sprint" for Runway BR 26L.	Valid	August 27, 1999
AD-23	Taxiway to Taxiway Separation, A/C 1505300-13A, Airport Design	287' in Accordance with Table 4-1, Design Group V	B 757 Specific Taxiway Separation	Reduced aircraft type, specific separation, between taxiways M13 and M15 to allow a 757 taxiway.	Valid	October 1, 1999
4	Runway Blast Pad Design, A/C 1505300-13A, Airport Design	Blast Pads to be 280' Wide in Accordance with Table 3-5, ADG-V	Allow ADG V Aircraft to Operate on Runway 9-27, Blast Pad 250' Wide	Non-standard blast pad width	Unconditionally Approved	August 2, 2011
5	Runway Blast Pad Design, A/C 1505300-13A, Airport Design	Blast Pads to be 280' Wide in Accordance with Table 3-5, ADG-V	Allow ADG V Aircraft to Operate on Runway 9-27, Blast Pad 250' Wide	Non-standard blast pad width	Unconditionally Approved	August 2, 2011
17	Runway to Taxiway Separation, A/C 1505300-13A, Airport Design	500' in Accordance with Table 3-5, Design Group V	Allow 400' Separation Between Taxiway Q and Runway 9-27	Portion of Taxiway Q that is Parallel to Runway 9-27 is 400' from centerline to centerline. ADG V aircraft are allowed to operate on Taxiway Q.	Conditionally Approved	August 2, 2011
18	Runway to Taxiway Separation, A/C 1505300-13A, Airport Design	500' in Accordance with Table 3-5, Design Group V	Allow 400' Separation Between Taxiway I and Runway 9-27	Taxiway I and Runway 9-27 are separated by 400'. ADG V aircraft are allowed to operate on Taxiway I.	Conditionally Approved	August 2, 2011
19	Runway to Taxiway Separation, A/C 1505300-13A, Airport Design	500' in Accordance with Table 3-5, Design Group V	Allow 400' Separation Between Taxiway L and Runway 9-27	Taxiway L and Runway 9-27 are separated by 400'. ADG V aircraft are allowed to operate on Taxiway L.	Conditionally Approved	August 2, 2011
20	Runway to Taxiway Separation, A/C 1505300-13A, Airport Design	500' in Accordance with Table 3-5, Design Group V	Allow 400' Separation Between Taxiway K and Runway 9-27	Taxiway K and Runway 9-27 are separated by 400'. ADG V aircraft are allowed to operate on Taxiway K.	Conditionally Approved	August 2, 2011
21	Runway to Taxiway Separation, A/C 1505300-13A, Airport Design	500' in Accordance with Table 3-5, Design Group V	Allow 400' Separation Between Taxiway J and Runway 9-27	Taxiway J and Runway 9-27 are separated by 400'. ADG V aircraft are allowed to operate on Taxiway J.	Conditionally Approved	August 2, 2011
ID	TITLE OF STANDARD	STANDARD	MODIFICATION	DESCRIPTION OF MODIFICATION	STATUS	APPROVAL DATE
22	Taxiway to Taxiway Separation, A/C 1505300-13A, Airport Design	324' in Accordance with Table 4-1, Design Group VI	Allow 237' Separation Between Taxiways Q and P	Portions of Taxiways Q and P, between Taxiway U and Runway 27 End, are separated by 237'. ADG V aircraft are allowed to operate on either taxiway, given no aircraft are operating on the converse taxiway.	Conditionally Approved	August 2, 2011
23	Taxiway to Taxiway Separation, A/C 1505300-13A, Airport Design	324' in Accordance with Table 4-1, Design Group VI	Allow 300' Separation Between Taxiways Q and P	Portions of Taxiways Q and P, between Taxiways J and T, are separated by 273'. ADG V aircraft are allowed to operate on either taxiway, given no aircraft are operating on the converse taxiway.	Conditionally Approved	August 2, 2011
24	Taxiway to Taxiway Separation, A/C 1505300-13A, Airport Design	324' in Accordance with Table 4-1, Design Group VI	Allow 300' Separation Between Taxiways M and N	Portions of Taxiways Q and P, between Taxiways M and N, are separated by 273'. ADG V aircraft are allowed to operate on either taxiway, given no aircraft are operating on the converse taxiway.	Conditionally Approved	August 2, 2011
25	Taxiway to Taxiway Separation, A/C 1505300-13A, Airport Design	324' in Accordance with Table 4-1, Design Group VI	Allow 300' Separation Between Taxiways M and N	Taxiways M and N are separated by 300'. ADG V aircraft are allowed to operate on either taxiway, given no aircraft are operating on the converse taxiway.	Conditionally Approved	August 2, 2011
26	Taxiway to Taxiway Separation, A/C 1505300-13A, Airport Design	278' in Accordance with Table 4-1, Design Group VI	Allow 245' Separation Between Taxiways M and N	Taxiways M and N are separated by 300'. ADG V aircraft are allowed to operate on either taxiway, given no aircraft are operating on the converse taxiway.	Conditionally Approved	August 2, 2011
27	Taxiway to Taxiway Separation, A/C 1505300-13A, Airport Design	324' in Accordance with Table 4-1, Design Group VI	Allow 300' Separation Between Taxiways Y and H	Taxiways Y and H are separated by 300'. ADG V aircraft are allowed to operate on either taxiway, given no aircraft are operating on the converse taxiway.	Conditionally Approved	August 2, 2011
28	Taxiway to Taxiway Separation, A/C 1505300-13A, Airport Design	324' in Accordance with Table 4-1, Design Group VI	Allow 300' Separation Between Taxiways J and W	Taxiways Y and W are separated by 300'. ADG V aircraft are allowed to operate on either taxiway, given no aircraft are operating on the converse taxiway.	Conditionally Approved	August 2, 2011
29	Taxiway to Taxiway Separation, A/C 1505300-13A, Airport Design	324' in Accordance with Table 4-1, Design Group VI	Allow 300' Separation Between Taxiways J and H	Taxiways J and H are separated by 300'. ADG V aircraft are allowed to operate on either taxiway, given no aircraft are operating on the converse taxiway.	Conditionally Approved	August 2, 2011
30	Taxiway to Taxiway Separation, A/C 1505300-13A, Airport Design	193' in Accordance with Table 3-5, Design Group V	Allow 170' Separation Between Taxiways S and Service Road	Taxiway S and service road are separated by 170'. ADG V aircraft are allowed to operate on Taxiway S.	Conditionally Approved	August 2, 2011
32	Taxiway to Taxiway Separation, A/C 1505300-13A, Airport Design	193' in Accordance with Table 3-5, Design Group V	Allow 167' Separation Between Taxiways S and Service Road	Taxiway K and service road are separated by 167'. ADG V aircraft are allowed to operate on Taxiway K.	Conditionally Approved	August 2, 2011
34	Runway Design, A/C 1505300-13A, Airport Design	Runway to be 200' Wide with 40' Wide Shoulders in Accordance with Table 3-5, ADG-V	Allow ADG V Aircraft to Operate on Runway 9-27, Runway 9-27, Wide with 25' Wide Shoulders	ADG V Aircraft are allowed to operate on Runway 9-27.	Unconditionally Approved	August 2, 2011
35	Runway Design, A/C 1505300-13A, Airport Design	Runway to be 200' Wide with 40' Wide Shoulders in Accordance with Table 3-5, ADG-V	Allow ADG V Aircraft to Operate on Runway BR-26L, Runway 9-27, Wide with 35' Wide Shoulders	ADG V Aircraft are allowed to operate on Runway BR-26L.	Unconditionally Approved	August 2, 2011

MAI MIAMI INTERNATIONAL AIRPORT

MIAMI-DADE COUNTY

RICONDO & ASSOCIATES

Existing Airport Layout Plan

APPROVED BY: [Signature] Date: [Blank]

APPROVED BY: [Signature] Date: [Blank]

FEDERAL AVIATION ADMINISTRATION

MAI Miami International Airport

DRAWN BY: LDS

CHECKED BY: DR

PREPARED BY: Ricondo & Associates, Inc., November 15, 2015

Sheet 3 of 25