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# Airport System Zoning Checklist

Revised August 5, 2015

# Miami-Dade County's System of Airports

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Miami International Airport (MIA)



Miami-Opa locka Executive Airport (OPF)

Formerly known as Opa-locka Executive Airport



Miami Executive Airport (TMB)

Formerly known as Kendall-Tamiami Executive Airport



Miami Homestead  
General Aviation Airport (X-51)

Formerly known as Homestead General Aviation Airport



& Dade-Collier Training and Transition  
Airport (TNT)

# Purpose of Airport Zoning

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- Promotes compatible land use and protects airspace.
- Protects economic benefits and the capacity of aviation facilities.
- Protects the public health, safety and welfare by limiting the type and densities of land use activities in high risk safety areas near runway ends.
- Airport Zoning has two distinct components, addressing proposed land uses and protecting airspace. Miami-Dade Aviation Department (MDAD) staff studies land use proposals, as well as the elevations of proposed permanent structures (such as buildings) and temporary structures (such as cranes) to ensure compatibility with Airport Zoning, certain FAA criteria and airport operations.
- Airport Zoning resources (County Code and Airport Zoning Maps) may be accessed by using the following link:

[http://www.miami-airport.com/planning\\_forms\\_maps.asp](http://www.miami-airport.com/planning_forms_maps.asp)

# Protecting Land Use

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Airport Zoning encourages appropriate land uses that are compatible with airport operations. Land uses may be prohibited or restricted depending on their proximity to the airport and/or if the site is impacted by an airport land-use restrictive zone. The following uses (not inclusive) may be restricted/prohibited:



- Residential units
- Places of worship
- Public assembly
- New educational facilities (including day care facilities)
- Uses that may attract wildlife (e.g. landfills)
- Any use that would make it difficult for aircraft pilots and tower control operators to distinguish between airport lights, aircraft and others; result in glare in the eyes of aircraft pilots using the airport, or tower control operators; impair visibility in the vicinity of the airport or otherwise endanger the landing, taking off or maneuvering of aircraft.
- Uses that create electrical interference with radio communications between the airport and aircraft.
- Establishments or uses that emit smoke, gases, or dust in quantities or densities sufficient to jeopardize the safe use of the airport.

# Protecting Miami International Airport's Airspace (MIA Zoning)

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Sec. 33-349 explains the airspace approval process for permanent (cell towers, monopoles, buildings) and temporary structures (construction cranes), including marking and lighting.

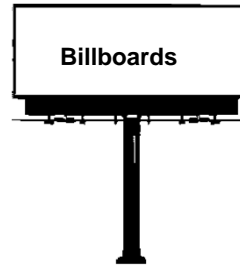
Cell Towers



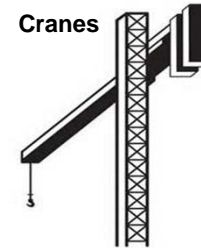
Buildings



Billboards



Cranes



- Sec. 33-349 explains the airspace approval process and review criteria for temporary events impacting airspace.



Tethered  
Balloons



Unmanned Aircraft



Lasers &  
Fireworks



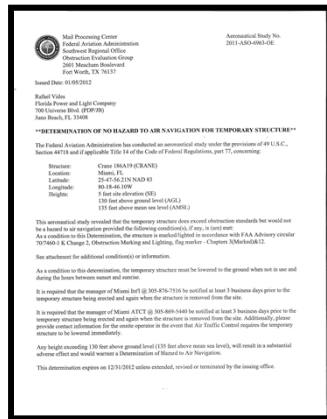
Kites

- Note, MDAD does not regulate the placement of proposed heliports and helipads. Permits and approvals are coordinated through FDOT and the FAA. The process is posted on our webpage.

# Federal vs. Local Aviation Requirements



90 day review  
No fees



FAA Study

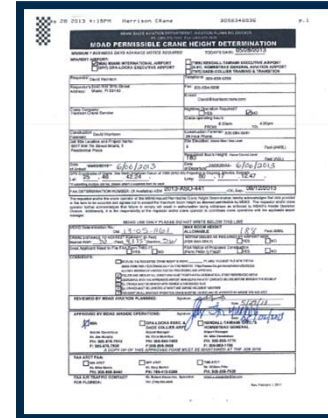
FAA

vs.



MDAD Issued Letter of Determination

MDAD



MDAD Issued Permissible Crane Height Determination



10 day review  
Fees

The Federal Aviation Administration (FAA – Federal agency) and the Miami-Dade Aviation (MDAD – local agency) are two separate aviation agencies with their own review criteria and different restrictions for proposed temporary and permanent structures. Each issues its own determination and the most restrictive applies. In order to comply with federal aviation regulations, MDAD’s Director reserves the right to order structure or tree heights to be lower than the height limitations established in the Code of Miami-Dade County, Chapter 33, MIA Zoning. Please note the determination expiration dates.



# Requestors – Follow these Steps:

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- First confirm if a property/project is impacted by MDAD's Airport Zoning by accessing MDAD's Airport Zoning resources (County Code and Airport Zoning Maps) by using the following link: [http://www.miami-airport.com/planning\\_forms\\_maps.asp](http://www.miami-airport.com/planning_forms_maps.asp)
- If the proposed use is a school or day care, MDAD may need to review the request. MDAD will automatically need to review any structure that exceeds 200 feet Above Ground Level (AGL) or meets the review criteria established within Chapter 33 of the Code of Miami-Dade County as it pertains to Airport Zoning.
- If you know for certain that your property/project is impacted by airport zoning, please compile the required data specified in the "checklist" contained within this document prior to submitting a request for an MDAD review. Note, omissions and incorrect data will delay project reviews.
- Download and complete the required interactive request forms (referenced in this document) from our webpage.
- Submit the request forms and required data (including PDFs of site and elevation plans) directly to Mr. Ammad Riaz, P.E., Chief of Aviation Planning, 305-876-7036 or at [ariaz@miami-airport.com](mailto:ariaz@miami-airport.com). He is the point of contact responsible for assigning projects to staff. Please do not contact Aviation Planning staff without contacting Mr. Riaz first.
- After your assigned aviation planner verifies the submittal data, you may coordinate with your planner for the payment. Once the analysis is complete and payment is made, a determination will be issued.

# Data Checklist

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The following data is required for staff's review. Omitted or erroneous data will delay reviews.

- Project name, address, include all folio number(s) and duration of project
- Proposed use (e.g. apartment complex, single family home, day care facility)
- For proposed structures impacted by Airport Zoning, both horizontal and vertical data must be provided.
- Horizontal Datum = the GPS coordinates of the structure in State Plane North American Datum 1983 (NAD '83). Typically as in the case of a square building, the four corners of the building (or footprint) must be provided. The site plan must be in the specified format (see example provided). If there is a structure on the roof, the coordinate(s) must be depicted as well.
- Vertical Datum = **(1)** Site elevation expressed in feet MSL (Mean Sea Level). **(2)** The structure elevation expressed in feet Above Ground Level (AGL) to include the tallest element on the roof, such as the top of any elevator shafts, architectural features, lighting rods, flag poles, or other appurtenances. Note, any rooftop structure must be included in the dimensioning of the structure elevation expressed in feet AGL. **(3)** The maximum building elevation expressed in feet North American Vertical Datum 1988 (NAVD 88) or expressed in feet Above Mean Sea Level (AMSL). Please note, an architectural elevation plan referencing National Geodetic Vertical Datum 1929 (NGVD'29) will be rejected.



# Summary of the Process

Important to note: Identical data (GPS coordinates and elevations) must be used for both MDAD and FAA submittals. Omitted, erroneous and different data submittals to both the FAA and MDAD will delay project reviews and determinations.



## Development

Step 1: [Local Coordination] Submit data to MDAD's Chief of Aviation Planning. An aviation planner will be assigned to the project, verify the data and advise of any fees. MDAD will issue a determination. Note: the requisite fees and one year expiration date.

Step 2: [FAA Coordination] MDAD can help you determine if you need to file with the FAA to study the permanent structure (e.g. building) and issue a determination. Allow a minimum of 90 days for the FAA to process.

Step 5: [Federal Coordination] File FAA Form 7460-2 with the FAA to certify that the permanent structure does not exceed the maximum allowable height.

Step 6: [Local Coordination] After FAA Form 7460-2 is filed, submit the Surveyor's Maximum Height Certificate to MDAD.



## Cranes

Step 3: [Local Coordination] If applicable, submit a completed MDAD Permissible Crane Height Determination Form to the assigned aviation planner who will verify the data and advise of fees. Once fees are paid and the analysis is complete, MDAD will issue a "Permissible Crane Height Determination". In some cases, a FAA determination may be necessary before MDAD issues a "Permissible Crane Height Determination".

Note: The requisite fees and expiration date.

Step 4: [Federal Coordination] If applicable, file with the FAA to study the construction crane(s). Allow a minimum of 90 days for the FAA to process. Cell towers over 200' must automatically be filed.



## Cell Towers

Step 1: [Federal Coordination] If applicable, file with the FAA to study the cell tower and issue a determination. Allow a minimum of 90 days for the FAA to process. Cell towers over 200' must automatically be filed.

Step 2: [Local Coordination] If applicable, request a determination from MDAD for the cell tower. Note, determination fees vary depending on the height and location and one year expiration date.

Note: Any coordination with the FCC.

# MDAD-Issued Determinations: Finance Division Codes and Fees

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## Development

- Airspace / Land Use LOD (MIAHEI) \$1700
- Land Use LOD (MIALOD) \$700
- Development Impact Committee (DIC) Comments if Airspace/Land Use criteria does not otherwise apply (MIADIC) \$360
- Request for an extension of time for an existing MDAD-issued LOD, provided that the location and elevation remain the same (MIANLD) \$360
- Request for revised comments based upon revised plans (MIARWC) \$90
- Request for written comments that are cursory in nature, usually providing the maximum allowable range of heights for a site. This letter shall not be used in lieu of a required MDAD-issued Airspace/Land Use LOD. (MIAWCC) \$360



## Cranes

- Permissible Crane Height Determination Single Point Analysis, 1 set of GPS coordinates (MIACRN) \$360
- Each additional set of GPS coordinates (MIACOO) \$45
- Crane Determination time extension request, provided location and elevation remain the same (MIACHE) \$90



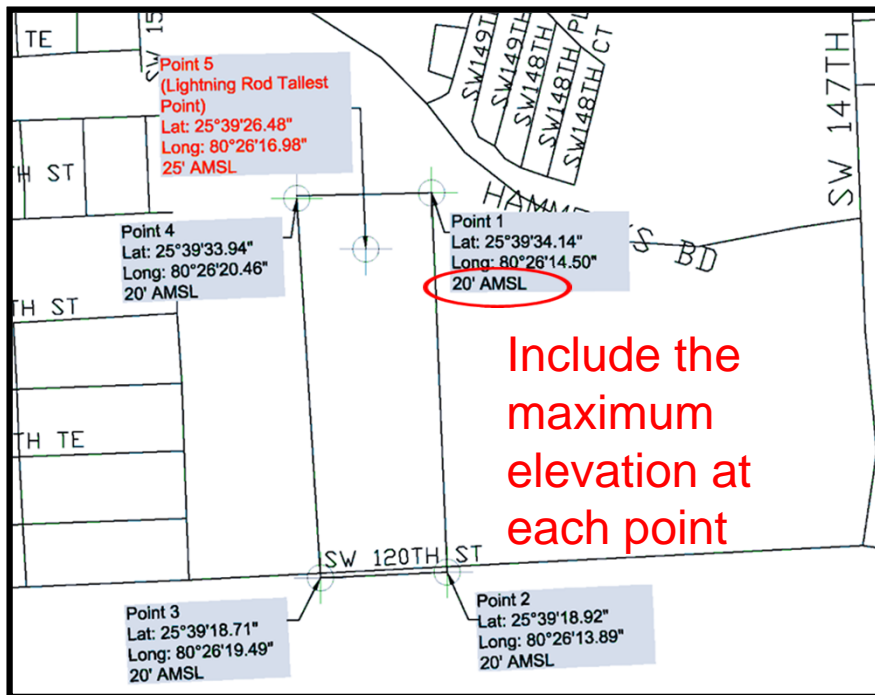
## Cell Towers

- Cell Towers under 200' and where Airspace / Land Use LOD criteria does not otherwise apply (MIACEL) \$360

# Data Required for an Airspace Review

## Horizontal Datum

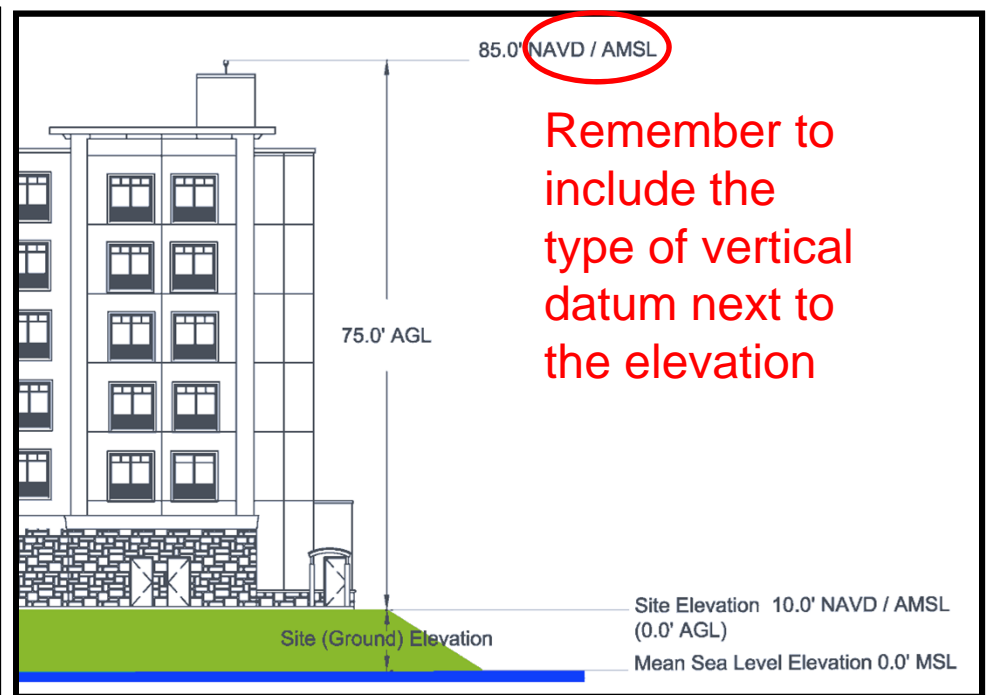
(Site Location – GPS Coordinates)



Site Plan

## Vertical Datum

(Site & Structure Elevations)



Architectural Elevation Plan

# Horizontal Datum Depicted in Site Plan

Provide a site plan in the following required format:

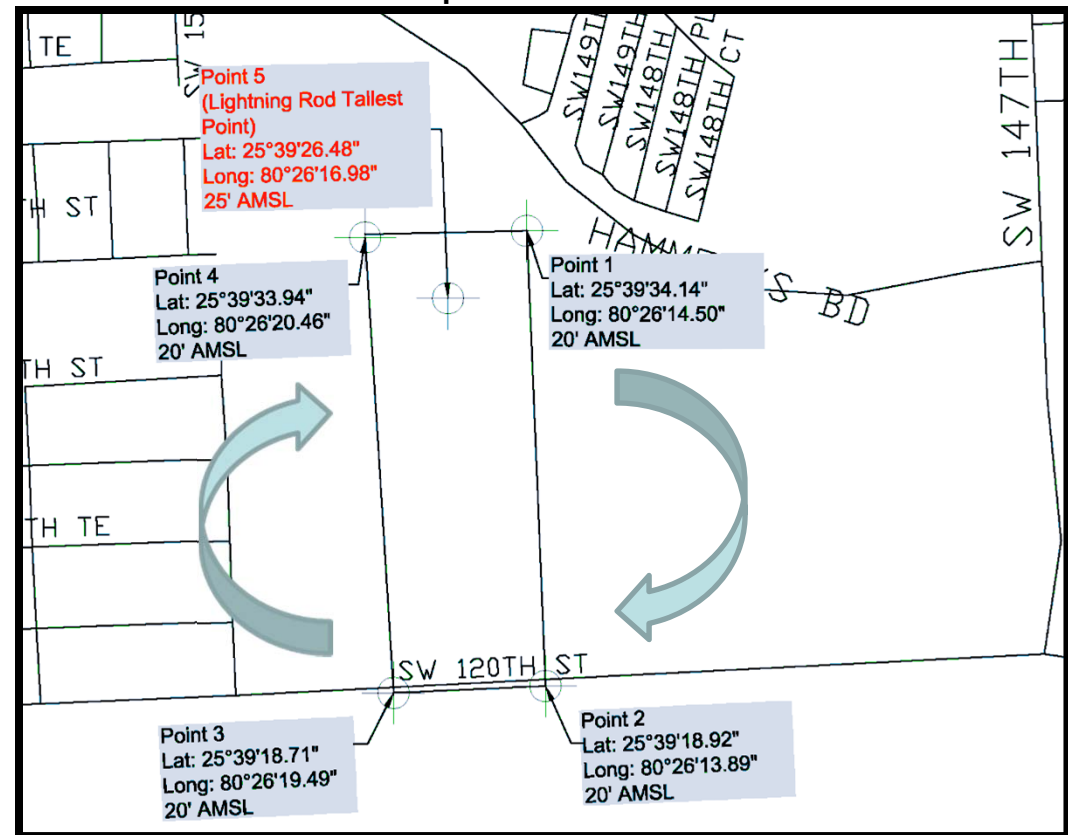
- Depict the cross streets.
- Depict the GPS coordinates for all corners (or footprint) of the proposed building. If there is a structure on the roof, those coordinate(s) must be depicted as well.
- Label points commencing in the northeast corner progressing in a clockwise manner.
- Reference the GPS coordinates in the following format expressed in degrees, minutes and (hundredths of a) second

Lat: 25° XX' XX.XX"

Long: 80° XX' XX.XX"

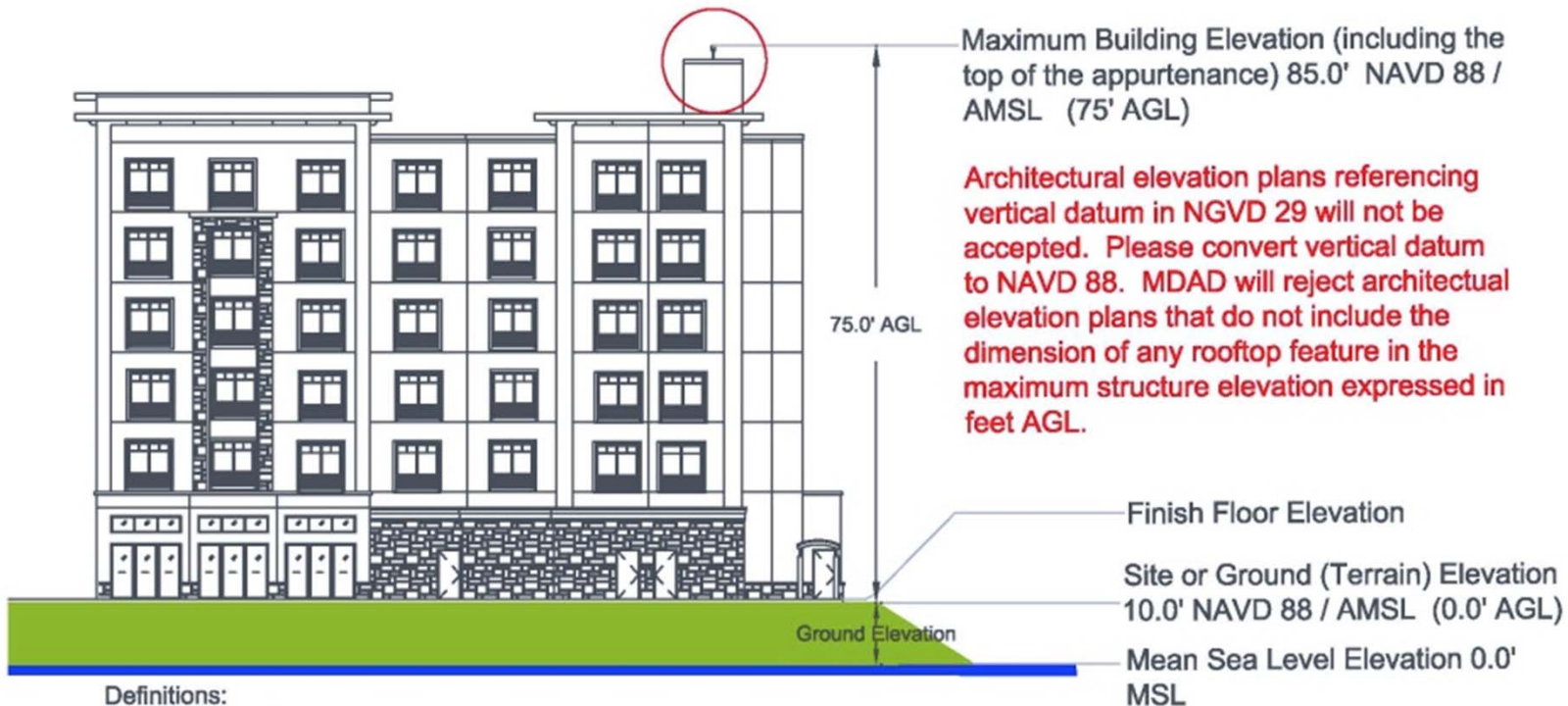
in State Plane North American Datum - NAD 83.

## Required Format



# Required Format: Architectural Elevation Plans

Architectural elevations must be calculated using North American Vertical Datum of 1988 (NAVD 88). Note, submitted architectural elevation plans must depict the height of the tallest element of the roof, such as the top of any elevator shafts, architectural features, lightning rods, flag poles or other appurtenances.



**Definitions:**

MSL = Mean Sea Level

AGL = Above Ground Level. This measurement determines the height above the ground.

AMSL = Above Mean Sea Level. This measurement refers to the altitude above sea level.

Therefore: Site or Ground Elevation in Feet NAVD 88 / AMSL + Building Structure Height in Feet AGL = Maximum Building Elevation in Feet AMSL / NAVD '88

Note: Site or Ground Elevation may be obtained from a survey or surveyor.

# Checklist for an Architectural Elevation Plan

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1. Please model your architectural elevation plan on the sample drawing provided in this document.
2. Provide the site elevation. This data may be obtained from a survey or surveyor. It should be expressed in feet Mean Sea Level (MSL).
3. The building structure height must include the tallest element on the roof, such as the top of any elevator shaft, architectural features, lightning rod, flag pole or other appurtenances. Roof top features must be depicted in the architectural elevation plan and be included in the structure height expressed in feet Above Ground Level (AGL).
4. Do not forget to depict the maximum building elevation expressed in feet North American Vertical Datum 1988 (NAVD 88) or expressed in feet Above Mean Sea Level (AMSL). An elevation plan referencing National Geodetic Vertical Datum 1929 (NGVD'29) for this dimension will be rejected. Please convert datum.

Note: Non-compliance of the items listed above will result in the rejection of submitted plans.

# Download and Complete the Interactive "Data Submittal Forms" Located on Webpage



## INSTRUCTIONS AND CHECKLIST TO REQUEST AN MDAD AIRPORT ZONING REVIEW & DETERMINATION

Step 1: Confirm if a project/property is impacted by Miami-Dade Aviation Department (MDAD) Airport Zoning by accessing the Aviation Planning Division's webpage by using the following link: [http://www.miami-airport.com/planning\\_forms\\_maps.asp](http://www.miami-airport.com/planning_forms_maps.asp). The webpage contains airport zoning resources, including a comprehensive "Airport System Zoning Checklist" for the review process and a "Fee Schedule".

Step 2: After confirming that a proposed structure/property is impacted by MDAD's Airport Zoning, please carefully review the "Airport System Zoning Checklist" and "Fee Schedule" posted on the referenced webpage and note the specific data submittal requirements before proceeding.

### PLAN SUBMISSION CHECKLIST (IF APPLICABLE)

Check box to indicate submission of the following plans in PDF format via email.

Provide a PDF of the Site Plan in the following required format (a sample is provided in the "Airport System Zoning Checklist" on our webpage).

- Depict the GPS coordinates for all corners (or footprints) of the proposed building or any part of the building that changes in elevation. If there is a structure on the roof, those coordinates(s) must be depicted as well.
- Label points commencing in the northwest corner progressing in a clockwise manner.
- Reference the GPS coordinates in the following format expressed in degrees, minutes and (to a hundredth of a) second format: Lat: 25° 00' 00.00" Long: 80° 00' 00.00" in State Plane North American Datum - NAD 83.
- Depict the cross streets.

Provide a PDF of the Elevation Plan in the following required format (a sample is provided in the "Airport System Zoning Checklist" on our webpage):

- Site / Ground Elevation (taken from a survey or surveyor) expressed in feet Mean Sea Level (MSL) in the North American Vertical Datum 1988 (NAVD 88).
- The structure height expressed in feet Above Ground Level (AGL) to include the tallest element on the roof, such as the top of any elevator shafts, architectural features, lighting rods, flag poles, or other appurtenances. Note, any rooftop structure must be depicted on the architectural elevation plan and be included in the dimensioning of the structure elevation drawing expressed in feet AGL.
- The maximum building elevation expressed in feet North American Vertical Datum 1988 (NAVD 88) or expressed in feet Above Mean Sea Level (AMSL).
- Please convert datum from National Geodetic Vertical Datum 1929 (NGVD 29) to NAVD 88 datum. An elevation plan referencing National Geodetic Vertical Datum 1929 (NGVD 29) will be rejected.

Step 3: Submit the completed "Information / Fee Sheet" and this form and required data below (including PDFs of site and elevation plans) directly to Mr. Amrad Riaz, P.E., Chief of Aviation Planning, 305-876-7036 or at [ariaz@miami-airport.com](mailto:ariaz@miami-airport.com). Mr. Riaz is the point of contact and will assign projects to staff. Please do not contact his staff without contacting Mr. Riaz first.

### PAYMENT INSTRUCTIONS

A check may be included with the submittal of the completed interactive form(s), or alternatively you may contact your assigned aviation planner to arrange a credit card payment through MDAD's Finance Division. Please do not contact MDAD's Finance Division directly. When making a payment, please address the envelope to the attention of your assigned aviation planner.

Mailing Address (United States Post Office mail ONLY):  
Miami-Dade Aviation Department  
Aviation Planning, Land Use and Grants Division  
P.O. Box 025504, Miami, FL 33102

For FEDEX/Counter Deliveries, use the following (physical address):  
Miami-Dade Aviation Department  
Aviation Planning, Land Use and Grants Division  
4200 NW 36 Street  
Building 5A, Suite 402  
Miami, FL 33166

Step 4: Your aviation planner will verify the submittal data and payment and a determination will be issued.

1



## INFORMATION / FEE SHEET

Required data for staff's review. Omitted or erroneous data will delay reviews.

Proposed Development / Land Use  Cell Tower  Bill Board or other Permanent Structure

Project Name: \_\_\_\_\_

Zoning Hearing Application (Required, if County Zoning Hearing Application): \_\_\_\_\_

Folio Numbers (All impacted folio numbers must be included): \_\_\_\_\_

Site Location (Physical Address): \_\_\_\_\_

Proposed Land Use: \_\_\_\_\_

Requestor: \_\_\_\_\_

Requestor's Company Name: \_\_\_\_\_

Requestor's Address: \_\_\_\_\_

Email Address (required): \_\_\_\_\_

Telephone Number: \_\_\_\_\_

(Note: Please refer to the "Fee Schedule" posted on MDAD Aviation Planning's webpage)

Description	Code	Fee	Select
Airspace & Land Use Letter of Determination (LOD)	MIAHEI	\$1700	
Land Use Only Letter of Determination	MIALLO	\$150	
Request for Written Comments	MIAWCC	\$360	
Development Impact Committee Comments (this fee is only applicable if the DIC application does not otherwise meet the criteria for an airspace/land use letter of Determination)	MIAIDC	\$360	
Request for an Extension of Time for an Existing MDAD issued LOD, provided that the location and elevation remain the same.	MIANLD	\$360	
Request for revised comments based upon revised plans	MIAIWC	\$60	
Cell Towers under 200 feet and where airspace/land-use LOD criteria does not otherwise apply	MIACEL	\$360	

2



## AIRSPACE DATA SHEET

Only complete and print this section if the review contains an airspace component. Both horizontal and vertical data must be provided.

Horizontal Datum = GPS Coordinates in State Plane North American Datum 1983 (NAD 83) expressed in degrees, minutes and (to a hundredth of a) second format. All corners of the building (or footprint) must be provided. If there is a structure on the roof, the coordinate(s) must be depicted as well.

### Vertical Datum

(1) Site/ Ground Elevation (use survey or surveyor for data) expressed in North American Vertical Datum (NAVD 88) feet Mean Sea Level (MSL).

(2) The structure height at the referenced GPS coordinates expressed in feet Above Ground Level (AGL).

(3) The sum of the above two (ground elevation plus structure height) expressed in feet North American Vertical Datum 1988 (NAVD 88) Above Mean Sea Level (AMSL).

(4) Remember to include the highest point as a separate GPS coordinate below.

### Horizontal Datum

GPS Coordinates in State Plane North American Datum 1983 (NAD 83)

Point Latitude Longitude

1.	° ' " "	° ' " "
2.	° ' " "	° ' " "
3.	° ' " "	° ' " "
4.	° ' " "	° ' " "
5.	° ' " "	° ' " "
6.	° ' " "	° ' " "
7.	° ' " "	° ' " "
8.	° ' " "	° ' " "
9.	° ' " "	° ' " "
10.	° ' " "	° ' " "
11.	° ' " "	° ' " "
12.	° ' " "	° ' " "

### Vertical Datum

Site/Ground Elevations must be submitted in North American Vertical Datum 1988 (NAVD 88)

Site/Ground Elev. + Structure Elevation = Total Elevation at referenced GPS Point

° ' " "	° ' " "	° ' " "
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3

Instructions/Checklist

Information/Fee Sheet

Airspace Data Sheet

# Construction Cranes

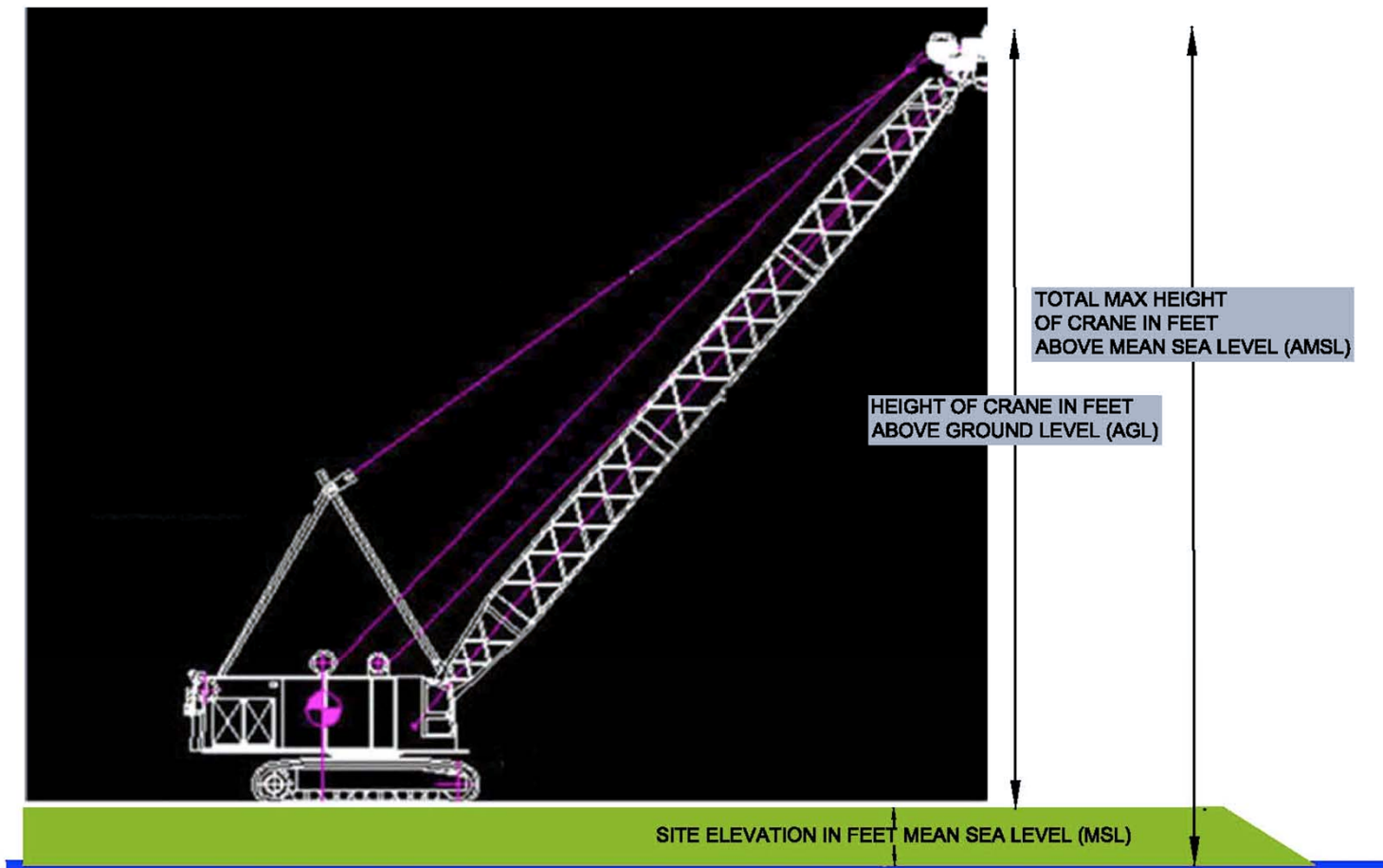
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- Construction cranes may need to be studied by both MDAD and the FAA depending on their elevations and proximity to the airport.
- Cranes may need to be marked with an orange checkered flag, lowered at night and during inclement weather and lit for approved night operations.
- MDAD and the FAA automatically need to study cranes over 200' feet Above Ground Level (AGL).



# Data Requirements for a Permissible Crane Height Determination



**SITE ELEVATION IN FEET MSL + HEIGHT OF CRANE IN FEET ABOVE GROUND ELEVATION (AGL) = TOTAL MAX HEIGHT OF CRANE IN FEET ABOVE MEAN SEA LEVEL (AMSL)**  
(Note, the site elevation may be obtained from a survey or a surveyor)

# MDAD-Issued Permissible Crane Height Determination

- This interactive form may be downloaded from our webpage
- Crane requests are submitted to MDAD for review at least 10 days prior to operation.
- Aviation Planning Staff prepares analysis
- Airside Operations or Airport Managers authorize this “crane permit”
- Fees: \$360 for each single point analysis, \$45 for each additional set of GPS coordinates and \$90 for an extension of time.

MIAMI-DADE COUNTY				MIAMI-DADE AVIATION DEPARTMENT, AVIATION PLANNING DIVISION				MIA			
E-MAIL COMPLETED FORM TO: <a href="mailto:ARIAZ@MIAMI-AIRPORT.COM">ARIAZ@MIAMI-AIRPORT.COM</a> Ph: (305) 876-7038 Fax: (305) 876-7830											
<b>MDAD PERMISSIBLE CRANE HEIGHT DETERMINATION</b>											
<small>On September 19, 2013, the Miami Dade Board of County Commissioners approved by Ordinance 13-92 a fee of \$360 for a for a single point analysis (one set of GPS coordinates) and \$25 for each additional set of GPS coordinates. Please allow a minimum of 7 business days to process this request after the payment has been received. A copy of this approval must be maintained on the job site.</small>											
<b>Nearest Airport:</b> <input type="checkbox"/> Miami International Airport (MIA) <input type="checkbox"/> Opa-locka Executive Airport (OPF) <input type="checkbox"/> Kendall-Tamiami Executive Airport (TMB) <input type="checkbox"/> Homestead General Aviation Airport (X51) <input type="checkbox"/> Dade-Collier Training & Transition (TNT)								<b>Today's Date:</b> _____			
<b>Requestor:</b> _____				<b>Telephone:</b> _____				<b>Fax:</b> _____			
<b>Requestor's Address:</b> _____								<b>Job Site Location:</b> _____			
<b>Crane Company:</b> _____								<b>Nighttime Operation Required?</b> <input type="checkbox"/> YES <input type="checkbox"/> NO			
<b>Construction Foreman &amp; 24-Hour Phone:</b> _____								<b>Crane operating hours:</b> FROM: _____ TO: _____			
<b>E-mail:</b> _____								<b>Project Name:</b> _____			
<b>Date of Arrival:</b> _____								<b>Date of Departure:</b> _____			
<small>GPS Coordinates of Cranes specified in NAD 83 (North American Datum 1983) in degrees, minutes and (to a hundredth of a) second format (Horizontal Datum). Site (Ground) elev. in feet Above Mean Sea Level (AMSL) using North American Vertical Datum (NAVD 83). Max Boom Height in feet Above Ground Level (AGL). Total Max boom height in feet Above Mean Sea Level (AMSL).</small>											
<b>Latitude</b> _____		<b>Longitude</b> _____		<b>Ground El. + Boom Ht = Total El.</b> _____		<b>FAA ASN No.*</b> _____		<b>Exites</b> _____			
Select One _____		_____		_____		_____		_____		_____	
Select One _____		_____		_____		_____		_____		_____	
Select One _____		_____		_____		_____		_____		_____	
Select One _____		_____		_____		_____		_____		_____	
<b>Total Points Submitted:</b> _____				<b>Total Fee:</b> \$0				<b>Credit Card Approval Code:</b> _____			
								<input type="checkbox"/> <b>Check No.:</b> _____			
<small>*If any crane or temporary structure meets the FAA notification criteria set forth in Title 14 of the Code of Federal Regulations, Part 77, a valid "Determination of No Hazard" issued by the FAA must be submitted to MDAD. If you are required to file with the FAA, please wait until you receive their determination(s) before submitting this form. If you have filed with the FAA, you are required to submit the determination(s) along with this form. If applicable.</small>											
<small>The requestor and/or the crane operator of this MDAD-Issued Permissible Crane Height Determination hereby acknowledges that data provided in this form to be accurate and agrees not to exceed the maximum boom height as deemed permissible by MDAD. The requestor and/or crane operator further acknowledges that failure to comply will result in authorization being withdrawn as enforced by MDAD's Airside Operation Division. Additionally, it is the responsibility of the requestor and/or crane operator to coordinate crane operations with the applicable airport manager.</small>											
<b>MDAD USE ONLY PLEASE DO NOT WRITE BELOW THIS LINE</b>											
<b>MDAD Determination No.:</b> _____				<b>DN:</b> _____				<b>MAX BOOM HEIGHT ALLOWABLE</b> _____			
<b>CRANE DISTANCE TO NEAREST RUNWAY: (In Feet)</b> _____				<b>Nearest RWY:</b> _____ (Feet)				<b>Direction:</b> _____			
<input type="checkbox"/> <b>Does Applicant Need to File FAA Form 7460-1?</b>				<input type="checkbox"/> YES <input type="checkbox"/> NO				<input type="checkbox"/> <b>NOTAM ISSUED AS REQUIRED BY AIRPORT MANAGER (FOR GAA ONLY)</b>			
<input type="checkbox"/> <b>FAA Notice of Proposed Construction (Form 7460-1) Filed?</b>				<input type="checkbox"/> YES <input type="checkbox"/> NO				<input type="checkbox"/> YES <input type="checkbox"/> NO			
<b>COMMENTS:</b>											
<input type="checkbox"/> BECAUSE THE REQUESTED CRANE HEIGHT IS ABOVE _____ FT AMSL YOU MUST FILE WITH THE FAA USING FORM 7460-1 ELECTRONICALLY VIA THIS WEBSITE: <a href="https://www.faa.gov/easas/easasform74601.pdf">https://www.faa.gov/easas/easasform74601.pdf</a>				<input type="checkbox"/> COORDINATE WITH THE APPROPRIATE AIRPORT MANAGER & FAA ATCT (CHECKED BELOW) BEFORE BRINGING THE BOOM UP				<input type="checkbox"/> ALL CRANES MUST BE LOWERED AT NIGHT AND DURING INCLEMENT WEATHER			
<input type="checkbox"/> FOLLOW AND ABIDE BY ALL CONDITIONS AS SET FORTH IN FAA AERONAUTICAL STUDY REFERENCED ABOVE				<input type="checkbox"/> MEAD PLANNING STAFF VERIFIED RECEIPT OF PAYMENT _____				<input type="checkbox"/> FOR NIGHT OR ALL WEATHER OPERATIONAL CRANE MUST BE LIGHTED AND BE APPROVED BY AIRSIDE OPS AND ATCT			
<input type="checkbox"/> ALL CRANES MUST BE MARKED WITH ORANGE & CHECKERED FLAG				<input type="checkbox"/> MEAD SPONSORED PROJECT							
<b>REVIEWED BY MDAD AVIATION PLANNING:</b> _____								<b>Signature:</b> _____			
								<b>Date:</b> _____			
<b>APPROVED BY MDAD AIRSIDE OPERATIONS:</b>											
<small>BEFORE FORWARDING THE CRANE DRAWING CONTACT THE SELECTED AIRPORT MANAGER:</small>											
<input type="checkbox"/> <b>MIAMI INTERNATIONAL AIRPORT</b> Mr. Jim Murphy, Airside Operations PH: 305-876-7516 F: 305-876-7535				<input type="checkbox"/> <b>OPA-LOCKA EXEC. &amp; DADE COLLIER ARPT.</b> Mr. Nelson Mejias, Airport Manager PH: 305-869-1860 F: 305-869-1666				<input type="checkbox"/> <b>KENDALL-TAMIAMI EXEC. &amp; HOMESTEAD GENERAL</b> Mr. Chris McArthur, Airport Manager PH: 305-869-1700 F: 305-869-1780			
<small>A COPY OF THIS APPROVED FORM MUST BE MAINTAINED AT THE JOB SITE</small>											
<b>FAA Air Traffic Control Tower (ATCT):</b>											
<input type="checkbox"/> <b>MIA ATCT</b> Mr. Mike Manis PH: 305-869-5440				<input type="checkbox"/> <b>OPF ATCT</b> Mr. Gary Barton PH: 786-413-0289				<input type="checkbox"/> <b>TMB ATCT</b> Mr. William Fritz PH: 305-256-7828			
<small>For FAA Crane specialist contact information - <a href="https://www.faa.gov/easas/easasform74601.pdf">https://www.faa.gov/easas/easasform74601.pdf</a></small>											
<small>Rev. April 21, 2014</small>											

# Filing with the FAA

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For proposed permanent and temporary structures, please utilize the following link to determine if it is necessary to file with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

Use FAA form 7460-1 “Notice of Proposed Construction Alteration for Determination of Known Hazards.”

It takes a minimum of 90 days for the FAA to issue a determination. There is no fee for an FAA determination.

Requestors should obtain a FAA determination prior to local coordination (MDAD).

# FAA's Obstruction Evaluation

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## FAA Part 77 Notice Criteria

Any proposed construction or alteration more than 200 ft. above ground level (AGL) at its site

Within 20,000 ft. of a public-use or military airport having at least one runway more than 3200 ft. in length and exceeding a 100:1 slope

Within 10,000 ft. of a public-use or military airport having no runway more than 3200 ft. in length and exceeding a 50:1 slope

Within 5,000 ft. of any public-use heliport and exceeding a 25:1 slope

# Requirement: File FAA Form 7460-2 to Complete the Approval Process

- This interactive form may be downloaded from the FAA webpage
- The purpose of this filing is to certify that the structure does not exceed the maximum allowable elevation.
- Providing this information is mandatory for anyone proposing construction or alteration that meets or exceeds the criteria contained in CFR, Part 77.
- This notice is critical to flight safety and a FAR Part 77 requirement!
- Persons who knowingly and willingly violate the notice requirements of FAR Part 77 are subject to a civil penalty of \$1,000/day until the notice is received.

Paperwork Reduction Act Statement: This information is collected to process obstruction data that is critical to flight safety and is not confidential. Providing this information is mandatory for anyone proposing construction or alteration that meets or exceeds the criteria contained in 14 CFR, part 77. The estimate that the burden of this collection is an average 18 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB control number associated with this collection is 2120-0001. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591. AFB: Information Collection Clearance Officer, AFB1-202.

Form Approved OMB No. 2120-0001  
Expiration Date: 10/31/2017

## SUPPLEMENTAL NOTICE

**Submission Instructions:** For Advance Notice of Actual Construction or Alteration. Complete items 1, 2, 3A (1), 3A(2), and 6. If applicable, also complete items 4 and 5. Detach Part 1. Fold and tape at bottom. Mail to the FAA Regional Office for your area. Part 1A is provided for your file.

**Notice of Actual Construction or Alteration**  
(Please Type or Print on this Form)

U.S. Department of Transportation  
Federal Aviation Administration

<b>1. Construction</b>	
A. Type and Description of Construction <input type="checkbox"/> New <input type="checkbox"/> Alteration	B. Owner of Structure
<b>2. Construction Location - Height</b>	
A. Coordinates (To hundredths of seconds, if known) Latitude: <input type="text"/> Longitude: <input type="text"/>	B. Location (City, State, include Street Address, if any)
C. Construction Heights Site Elevation: <input type="text"/> Ft. AMSL Structure Height: <input type="text"/> Ft. AGL Total Height (Structure & Site) Above Mean Sea Level: <input type="text"/>	F. Name of Nearest Public-Use or Military Airport (Include Distance and Direction from the Airport)
D. Site Elevation Determined By <input type="checkbox"/> Actual Survey <input type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Other (Specify): <input type="text"/>	E. Reference datum of coordinates <input type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other (Specify): <input type="text"/>
<b>3. Construction Notifications</b>	
A. Notification (Notice Is Critical to Flight Safety - FAR Part 77 Required) ★ ★ (1) Construction will start (Submit at least 48 hrs. in advance) ★ (2) Estimated Completion ★ (3) Structure Reached Greatest Height (Submit within 5 days)	B. Construction/Project Date: <input type="text"/> (1) Project Abandoned (2) Construction Dismantled
<b>4. Marking and Lighting</b>	
A. Marked <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Temporary	B. Lighted <input type="checkbox"/> Medium Intensity White <input type="checkbox"/> Dual (Medium Intensity White & Red) <input type="checkbox"/> High Intensity White <input type="checkbox"/> Dual (High Intensity White & Red) <input type="checkbox"/> Red <input type="checkbox"/> None
<b>5. Antenna Requiring FCC License</b>	
A. Call Sign	B. Frequency
C. Date Applied for FCC Construction Permit	D. Date Construction Permit Issued
<b>6. Preparer's Certification</b>	
A. Proponent's Representative Name: <input type="text"/> Address: <input type="text"/> Tel. No.: <input type="text"/> (Include Area Code)	B. Construction Proponent Name: <input type="text"/> Address: <input type="text"/> Tel. No.: <input type="text"/> (Include Area Code)
<b>I hereby certify that the information provided is true, complete, and correct to the best of my knowledge.</b>	
Signature: <input type="text"/>	Title: <input type="text"/> Date: <input type="text"/>

Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of \$1,000 per day until the notice is received, pursuant to 49 U.S.C., Section 46301(a).

FAA Form 7460-2 (7-06) SUPERSEDES PREVIOUS EDITION Part 1

**ADVANCE NOTICE OF CONSTRUCTION  
SUBMIT WITHOUT DELAY**

## Final Step: After FAA Form 7460-2 is filed, Submit Surveyor's Maximum Height Certificate to MDAD

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After filing FAA Form 7460-2, the final step is to submit the surveyor's maximum height certificate to MDAD. MDAD will then issue a letter stating that it is in receipt of the surveyor's maximum height certificate, and as such, the requestor may proceed to obtain the necessary Certificate of Use/Occupancy from the appropriate building official.

# Aviation Planning, Land-Use and Grants Division Contact Information

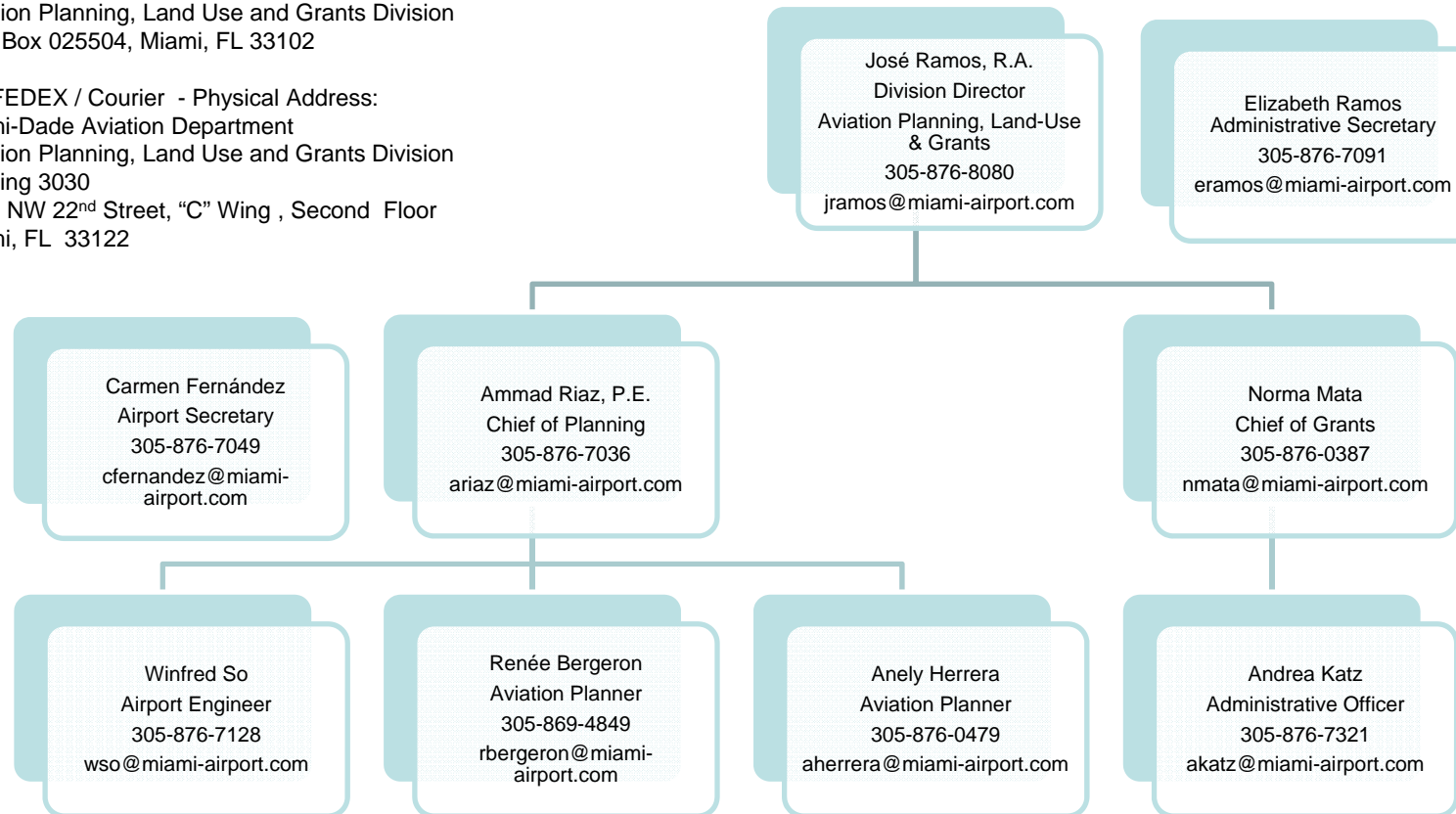
Please address the envelope to the attention of your assigned aviation planner.

For USPS - Mailing Address:  
Miami-Dade Aviation Department  
Aviation Planning, Land Use and Grants Division  
P.O. Box 025504, Miami, FL 33102

For FEDEX / Courier - Physical Address:  
Miami-Dade Aviation Department  
Aviation Planning, Land Use and Grants Division  
Building 3030  
4331 NW 22<sup>nd</sup> Street, "C" Wing, Second Floor  
Miami, FL 33122

Website: [http://www.miami-airport.com/planning\\_forms\\_maps.asp](http://www.miami-airport.com/planning_forms_maps.asp)

Please direct all requests and inquiries to Mr. Ammad Riaz, P.E., Chief of Aviation Planning  
Mr. Riaz will assign requests to an aviation planner.



# Did You Know?

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- Airport Zoning is a “zoning overlay” meaning it may be more restrictive than what is allowed either by underlying zoning, municipal zoning or even the Federal Aviation Administration’s airspace criteria. Remember, the most restrictive criteria applies.
- Identical data (GPS coordinates and elevations) must be used for both FAA and MDAD submittals. Omitted, erroneous and different data submittals to both the FAA and MDAD will delay project reviews and determinations.
- Any structure over 200 feet Above Ground Level (AGL) automatically needs to be studied by the Aviation Department as well as the Federal Aviation Administration.
- Certain property may be required to disclose its proximity to Miami International Airport as well as the associated impacts such as increased noise and frequent aircraft operations.
- Certificates of Use and Occupancy may be withheld until the County or municipality determines that a structure was built no higher than the approved height.
- The Aviation Director reserves the right to order structure or tree heights to be lower than the height limitations established in the Code of Miami-Dade County, Chapter 33, MIA Zoning.
- A building (permanent structure) may need to be studied by the FAA and MDAD. Once approved, the associated construction crane(s) may also need to be studied by the FAA and MDAD. These are separate filings.