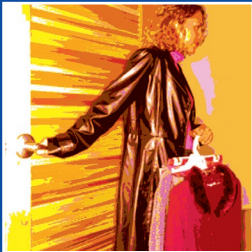
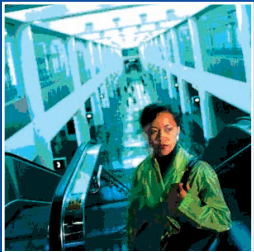


TENANT NAME



OCTOBER 18, 2005

*RETAIL
CONCESSIONS
DESIGN
GUIDELINES*

MIAMI INTERNATIONAL AIRPORT

north terminal

Note: Pages 2, 10, and 36 are intentionally omitted.



**Retail Concessions Design Guidelines
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Welcome to the Miami International Airport family. In the pages that follow, the Miami Dade Aviation Department (MDAD) has set forth its vision and goals for the North Terminal to assure achievement of the highest possible quality. This process of working jointly as a team focused on a single outcome should be rewarding to all team members. These thoughts have guided the development of the Retail Concession Design Guidelines for Miami International Airport. Concessionaires/Tenants will benefit greatly from an understanding of the quality standards as set forth in this document. The purpose is for the best possible finished project to be achieved.

The four cornerstones upon which all MDAD business activities are based are:

- Safety and Security
- Customer Service
- Economic Vitality
- Environmental Responsibility

The Design Principles set forth in this document:

- Demonstrate a commitment to quality in the development of the retail and public areas within the existing Central Terminal and in the new North and South Terminals.
- Guide the Concessionaires/Tenants to quality design solutions, resulting in a world class shopping experience for the Miami International Airport traveler and visitor.
- Provide visual analogies, examples and metaphors to illustrate the stated principles, all without inhibiting the Tenant's ability to incorporate its unique design and operating philosophy on the completed project. It is not the MDAD's intent to design these areas.
- Create the assessment tool for use in reviewing design proposals from prospective Tenants.

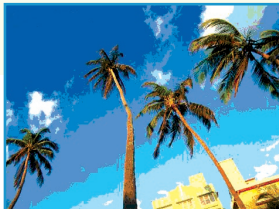
It must be understood that MDAD will work in close collaboration with the selected Tenants to properly interpret these guidelines, while retaining control of the design process. This collaboration and interpretation will apply to both the common areas and the tenant storefronts and interiors that fall within the agreement terms.

MDAD looks forward to working with a talented team to develop an exciting concession program, one that reflects the extraordinary Greater Miami Dade community.

Imagine an environment, a world-class location with remarkable visibility and millions of affluent travelers with available time. Imagine that environment filled with an enviable portfolio of brands, shops and services that are synonymous with the energy, fashion and style that visitors from around the world have come to associate with Miami and south Florida.

The North Shops at Miami International Airport are just such a place.

This retail opportunity, located in Miami International Airport's North Terminal, provides tenants with a stylish, safe, peaceful, captivating and convenient environment filled with individuals and families who wish to dine and shop while at Miami International Airport. Travelers just setting out or returning from a memorable vacation, those with long layovers and the need to bring unique gifts back to their loved ones in their respective cultures all add up to a spectacular demographic, with time and money on their hands.



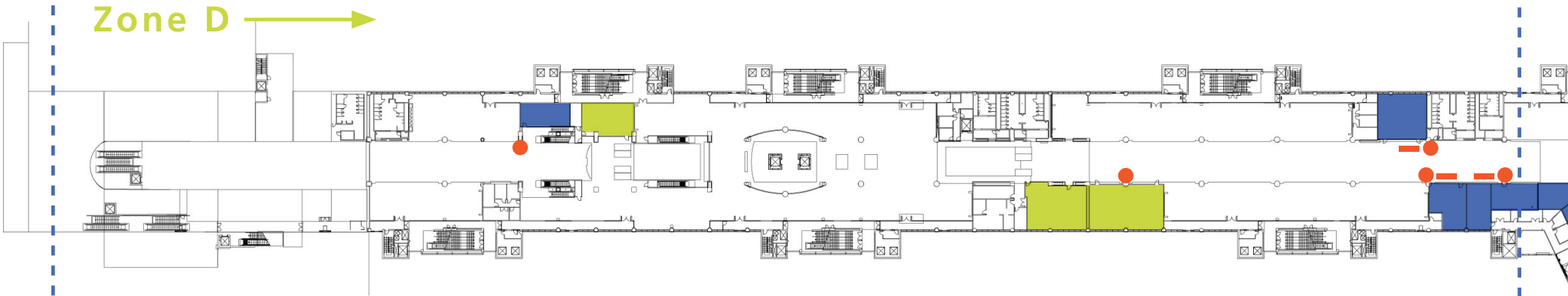
Miami's **North Shops** will exceed the expectations of arriving travelers by creating an environment befitting the airport's position as the Southern Hemisphere's premier portal to Miami, south Florida and the United States. For others, Miami International's North Terminal is the gateway to Latin America. The North Shops retail district will feel at once familiar and fresh to the visitor, reflecting the warmth, style, culture and diversity of classic Miami.

The goal in creating this retail area is to enhance and complement the new architectural character of the North Terminal. The Miami Dade Aviation Department (MDAD), along with its planners, architects and designers, is mindful of the rigorous operational and functional challenges associated with airport operations everywhere. Miami International Airport's Design Guidelines address these challenges to ensure that the North Shops accomplish the concession objectives within the framework of the essentials of the architecture.

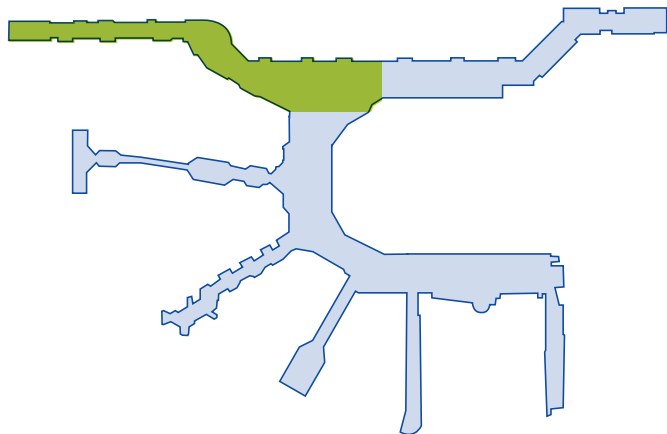
The **North Shops** will offer marked advantages to Tenants. The North Shops truly live up to the axiomatic "location, location, location." After clearing the new state of the art security checkpoints, virtually every passenger will get full views of the North Shops as they walk to their concourse and gate. This will afford retailers and food and beverage operators an unimpeded opportunity to display a variety of retail and food service offerings.



Zone D →

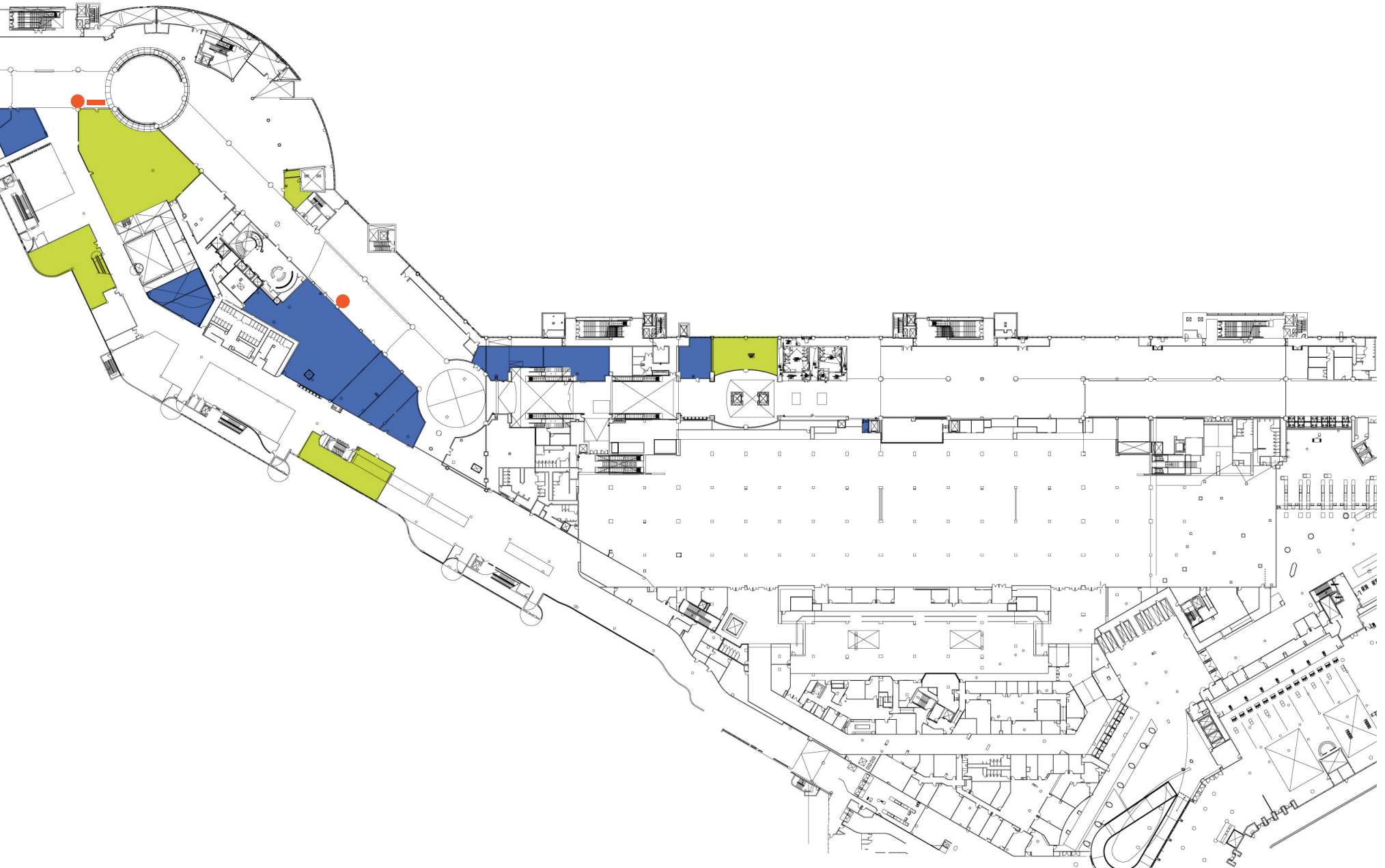


-  retail
-  food and beverage
-  potential blade sign
-  potential banner

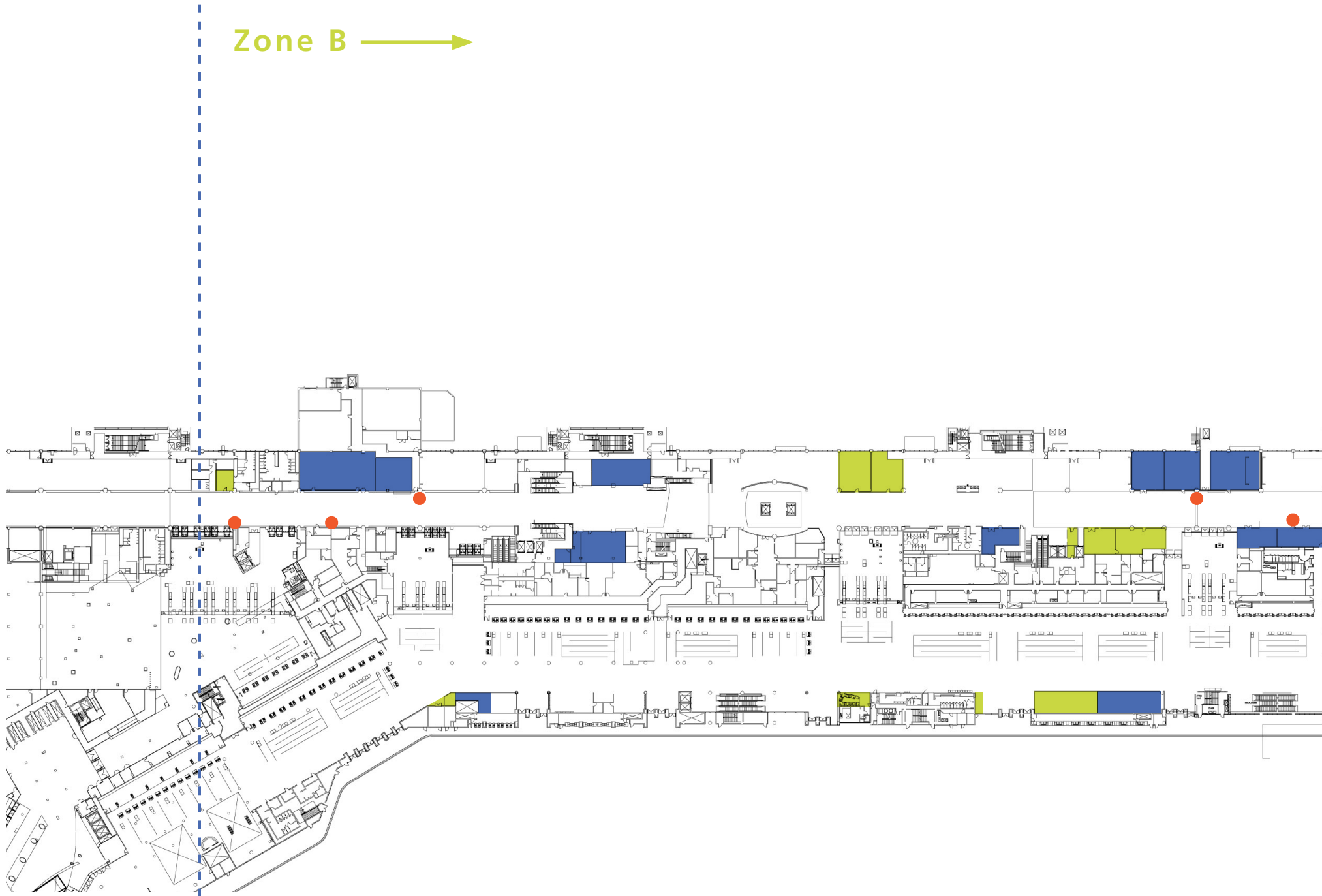


First Level Plan

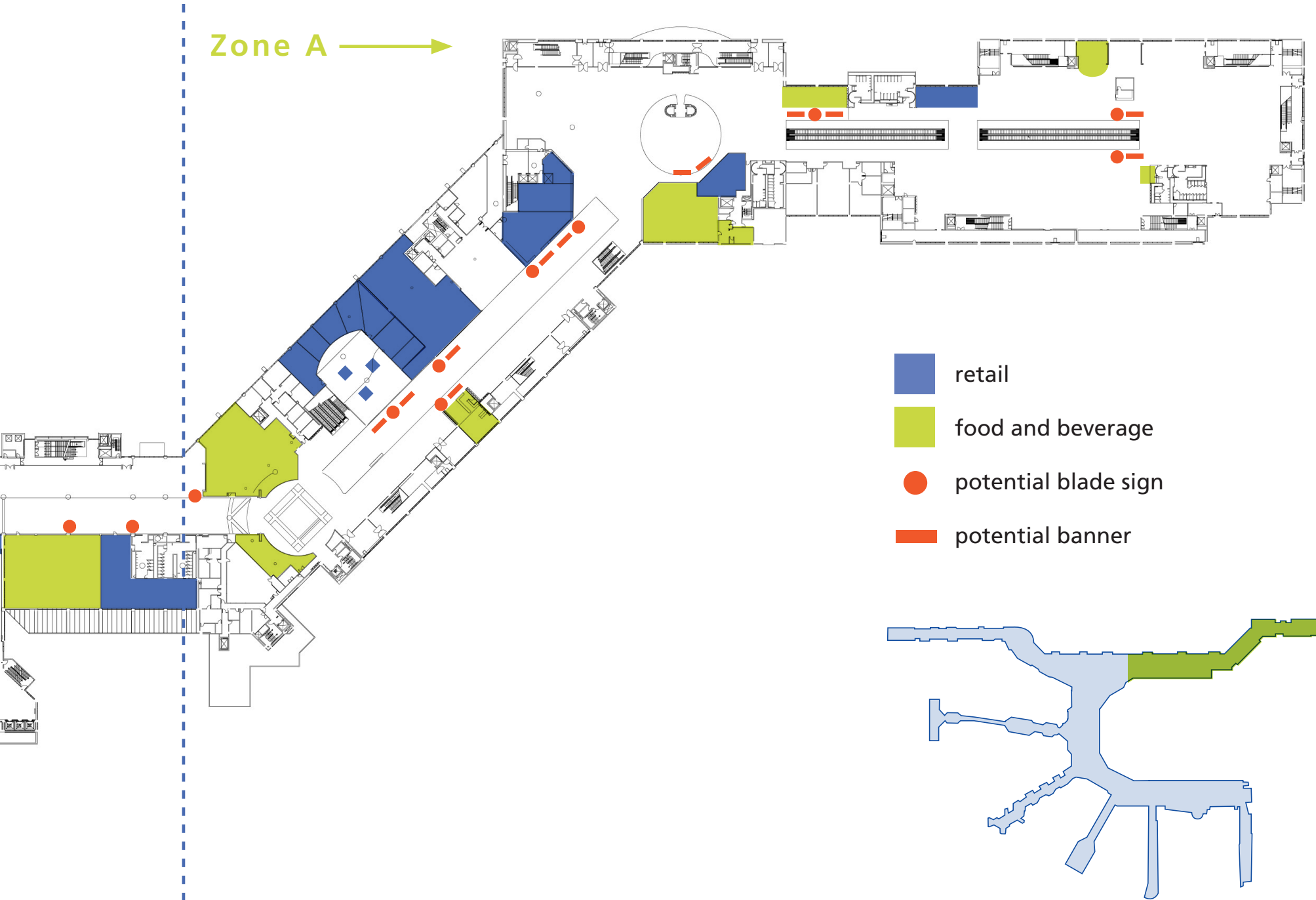
Zone C →



Zone B →



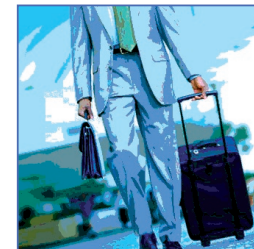
Zone A →



- retail
- food and beverage
- potential blade sign
- potential banner



Tenant concepts shown in these guidelines are for illustrative purposes only and may not reflect the actual tenancy of the terminal. The renderings, drawings and floor plans contained herein are included for illustrative purposes as an aid to tenants in complying with the design guidelines. The actual configuration and design of the terminal may vary from these renderings, drawings and floor plans. Images of storefronts and signs included in this document are examples for discussion purposes only and are not approved for final design. Tenants must verify all field conditions.



INTRODUCTION

The purpose of the Retail Concessions Design Guidelines is to familiarize the Tenant with the Miami International Airport—its scale, character, new image and the atmosphere to be created. These guidelines explain the intent and key design issues to ensure quality design throughout the project. The guidelines provide a framework within which the tenants are encouraged to create original, distinctive store designs appropriate for their image and that of Miami International Airport.

The Retail Concessions Design

Guidelines for tenant improvements together with the Lease exhibits and the Lease Outline Drawings comprise the Tenant Package. Each Tenant must be familiar with the intent, scope and detailed requirements of these guidelines.

The Retail Concessions Design

Guidelines for tenant improvements are guidelines for Tenants. Tenants and their design architect should discuss specific thoughts about their design concepts and raise any questions about the document with the Airport concession design coordinator before beginning design work.

These guidelines are intended to encourage freedom of individual expression in design and to set forth a common point of departure for the benefit of all Tenants. The design of the tenant storefronts within Miami International Airport has been undertaken with the dual aim of ensuring the success of each individual Tenant while at the same time maintaining a consistent look and feel throughout the airport concourse.



Main Concourse Perspective



Existing Space



Conceptual View of High Ceiling Condition

DESIGN PRINCIPLES

Create a world class retail environment that is attractive to the world's finest retail tenants.

- Maximize tenant storefront height within building structure.
- Increase tenant impact and perceived storefront height by utilizing upper level building surfaces for tenant identity.
- Maximize opportunities for tenant brand expression/advertising.
- Manage overall quality of North Terminal shops by harmonizing vocabulary of tenant expressions without compromising national or regional tenant brand recognition.

Utilize full height of concourse to maximize tenant visibility, identity, and impact.

- Large scaled, glowing perpendicular signs carry tenant names, colors and logo.
- Large scaled, full color tenant imagery over storefronts promotes tenant brand expression and advertising.
- Maximize tenant storefront visibility and tenant graphic/display flexibility.

DESIGN PRINCIPLES

Cooperate with architecture of terminal.

Use lighting to add drama and legibility.

- Create retail “lantern” effect by balancing light levels in terminal corridor with specialized display lighting within tenant storefront display zones.
- Use theatrical lighting to accentuate tenant entrances and achieve tenant brand colors in signing and on storefronts.

Build with quality materials and finishes that are maintainable, durable and in keeping with the finishes of the terminal architecture.

Maximize quality of tenant presentation to 3rd level corridors

- Minimize projecting horizontal surfaces visible from 3rd floor to avoid dust collecting.
- Minimize 3rd level glare from tenant storefront lighting.

Utilize a consistent approach to tenant identity that can be applied to all storefront conditions.



Mini Food Court Perspective



Retail Concession at Airport People Mover Station

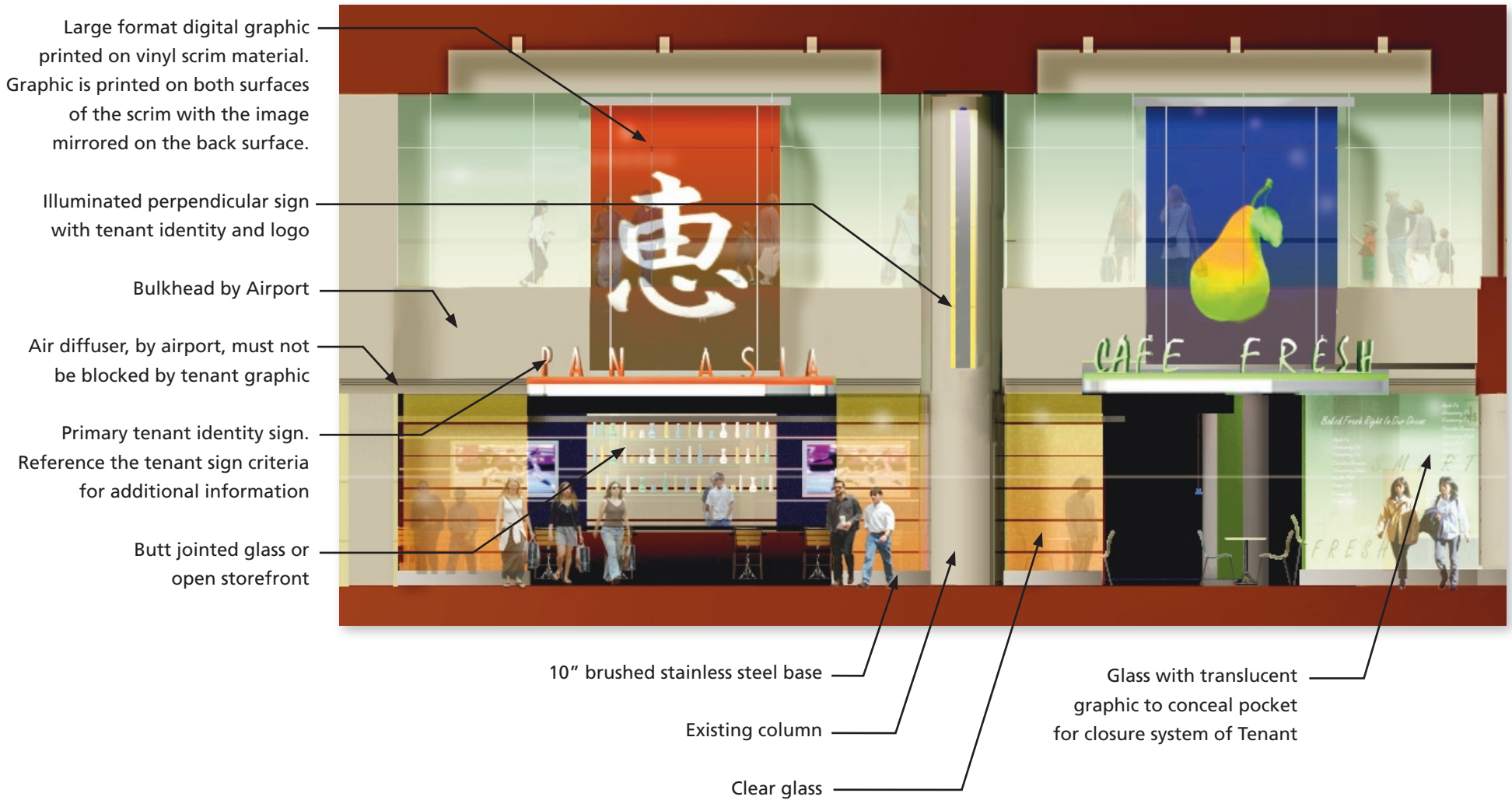
STRIVING TO...

Exceed the expectations of arriving travelers by creating an environment befitting of the airport's position as the portal to Miami. The new area should feel at once familiar and fresh and it should reflect the warmth, sensibility and diversity of classic Miami.

Accommodate, entertain and capitalize on the travelers with long layovers and the exceptionally large numbers of "greeters" present at the airport.

Create an environment with long-term viability that is attractive to world class retailers while supportive of the unique demands of airport retail.

Accomplish these objectives without revisiting the essentials of the architecture already in place.



Tenant Space in High Ceiling Common Area Condition



Tenant Space in Low Ceiling Common Area Condition

GENERAL CRITERIA

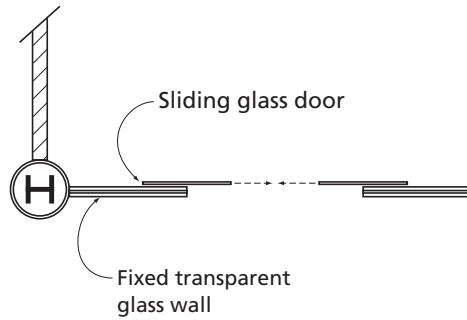
All improvements by the Tenant must be approved by the Airport in writing in advance of construction and installation. The approval procedure is outlined in the Tenant Submittal section.

Concessionaires and Tenants shall be responsible for verifying design compliance with all applicable local, state and national codes. All materials used must be Class A fire-rated except for the loose items such as furniture. Tenants are also required to review the MDAD Terminal Operational Standards, the MDAD Design Guideline Manual and the Life Safety Masterplan. These documents are available at www.miami-airport.com

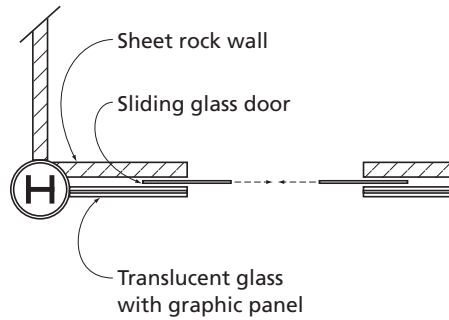
The guidelines set forth in this package are intended for use by all Tenants including those who have a nationally or regionally recognizable storefront design and who wish to use that design at Miami International Airport. National and regional Tenants are expected to review the design of the Airport and adapt their storefronts to ensure compatibility.

1. All storefront treatment must be full width and height and abut the demising partition (party wall between two Tenants) or column.
2. Metal stud framing only will be provided at demising partitions. All partitions must have a one-hour fire rating.
3. All storefront elements are to be designed by the Tenant, except as noted elsewhere in the Tenant Package.
4. All storefronts, excluding doors, must have a 10" base of stainless steel with a #4 brushed finish.
5. The level of the finished floor within the Tenant area must correspond exactly with the level of the Airport finished floor at the Lease Line. No depressed floor slabs will be permitted.

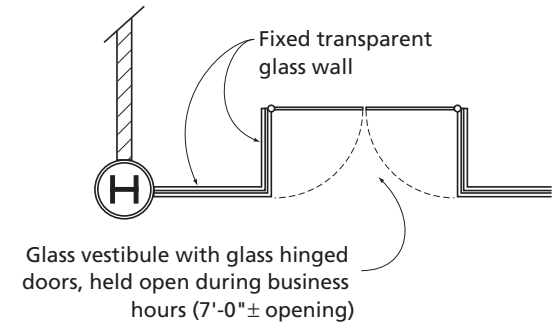
6. The Tenant's flooring will terminate at the Lease Line. The Tenant is required to provide a transition from the Airport finish floor to the Tenant's flooring. The transition material must not create a tripping hazard and is to be maintained by the Tenant. Acceptable materials include metal or stone.
7. Storefronts are to be a full height butt glazed system.
8. The overall ceiling height within Tenant areas is to be a minimum of 8'-6" and a maximum of 12'-6" if existing construction allows. All ceiling material must be non-combustible, equal to class "A" installation.
9. Use of the following materials is STRICTLY PROHIBITED on storefronts:
 - a. Simulated versions of wood.
 - b. Pegboard or slatboard walls or fixturing systems.
 - c. Vinyl wall covering, fabric or wallpaper.
 - d. Large areas of plain, smooth painted drywall.
 - e. Fake paneling, pre-finished or scored plywood products, diagonal wood siding.
 - f. Highly textured paint or stucco.
 - g. Shingles, cork or carpet.
 - h. Brick or simulated brick.
10. The Tenant is responsible for providing MDAD with signed and sealed construction documents outlining structural supports for rolling grilles. The following types of store closures are permitted:
 - a. Sliding – single track, "herculite" style sliding glass doors, located at or behind the Storefront Closure Line. Sliding doors shall be enclosed in a pocket or become the rear enclosure of the display window. All sliding door tracks are to be surface mounted. No depressions are permitted in the floor slab for this or any other purpose.
 - b. Hinged – fully recessed, out-swinging, multi-pane, fully glazed or frameless glass doors on pivots are encouraged. Swing doors must be fixed in the open position during business hours.
 - c. Coiling – vertical grilles are acceptable provided they are totally concealed during operating hours. Grilles must be independently supported. Rolling grilles must have an approved means of emergency egress when closed. Clear anodized aluminum grilles by one of the following manufacturers will be permitted:
 - Dynamic Closures - "Starlight" SY26, Straight Pattern
 - Cookson Company - "Classic" 126
 - Cornell Ironworks - "Visionglide"
11. A maximum of 25% of the total storefront area may be opaque. The opaque surface visible to the public must be glass that is either heavily frosted or has a large output graphic mounted to the inside surface of the glass. When space permits, the Tenant may construct a smooth sheet rock wall 4" to 6" behind the glass to serve as a reflector for indirect lighting illuminating the glass storefront from behind.
12. Storefronts will be reviewed for design approval by the Airport on an individual basis.
13. Tenants are not permitted to construct mezzanines in the Tenant lease premises without the written approval of MDAD.
14. Tenants with secondary frontage on gate-hold areas are strongly encouraged to use that frontage for display and second entries to their space or open cafe seating to maximize visibility and accessibility of the unit.



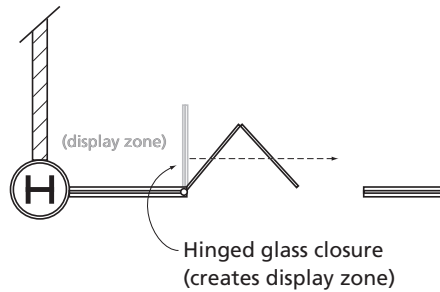
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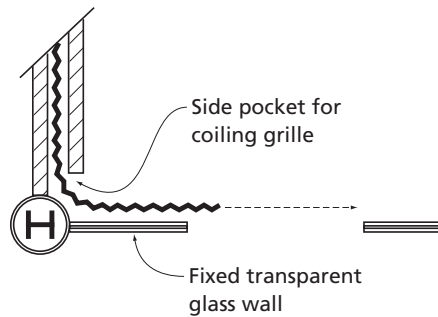
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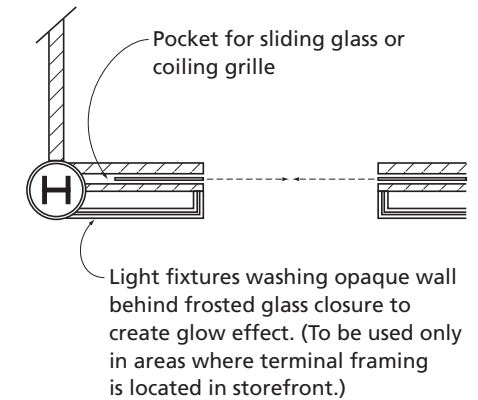
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3



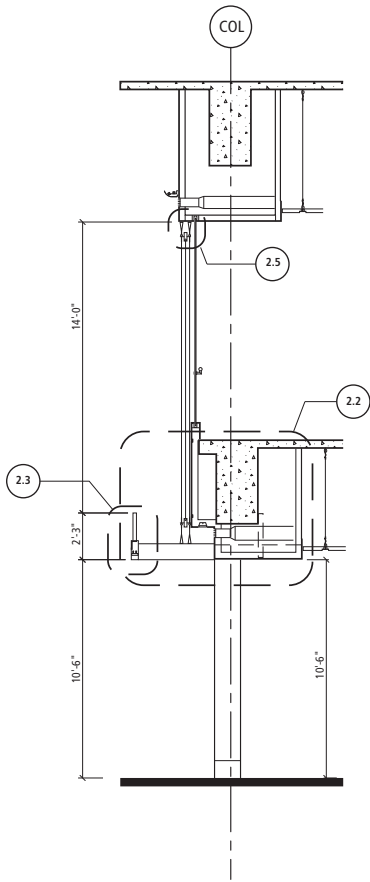
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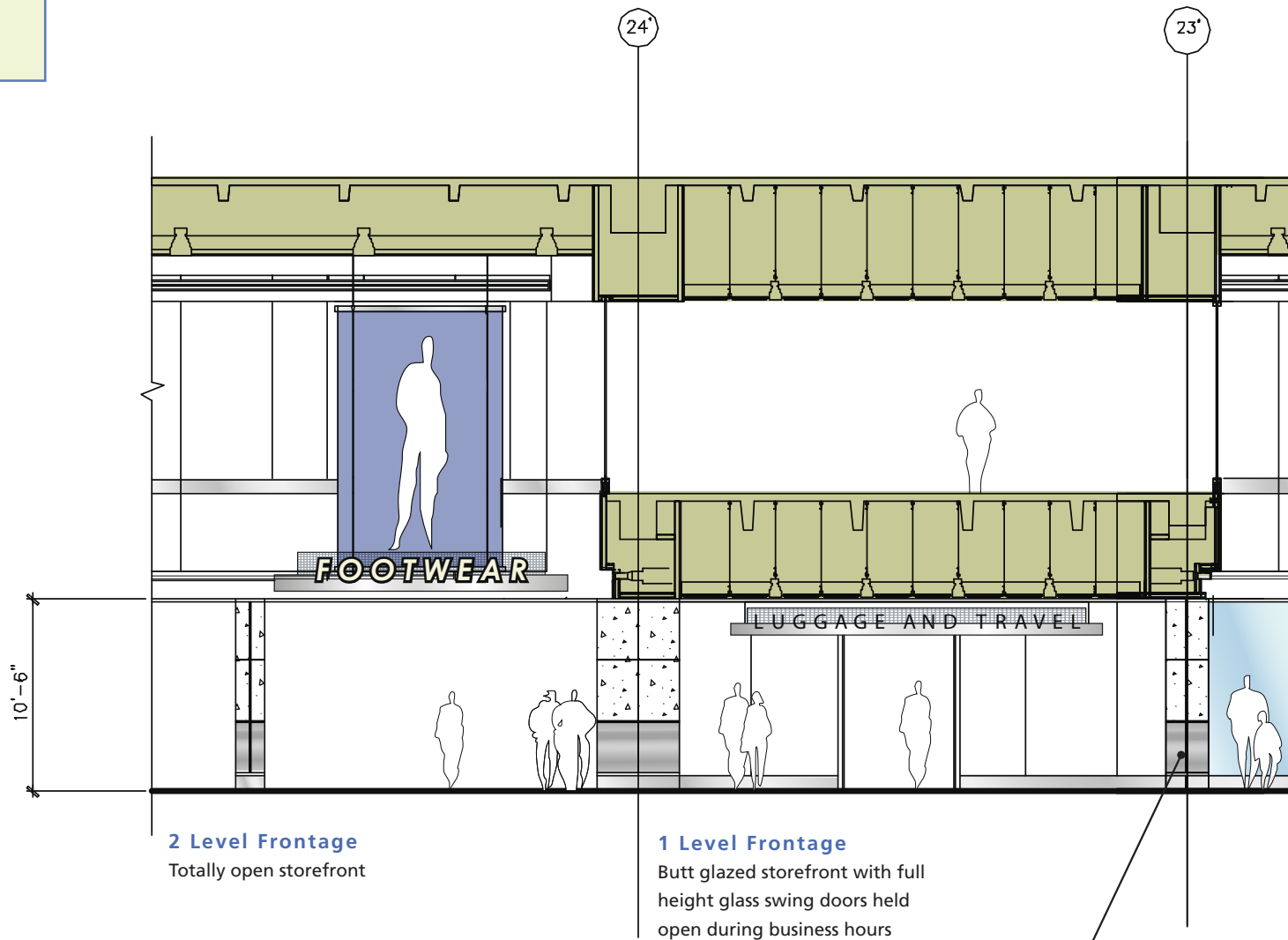
5

Storefront Security Closure Options

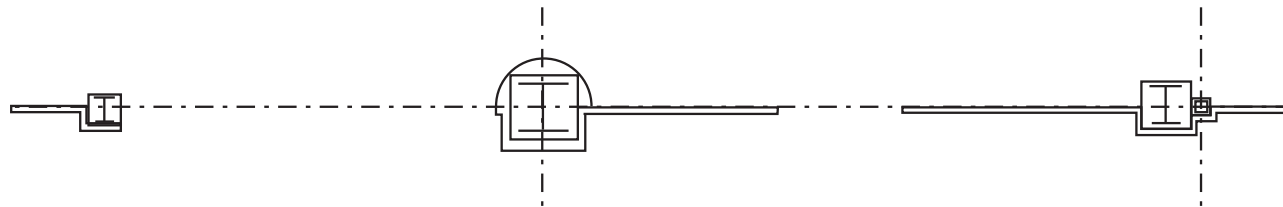
STOREFRONT AND SIGNAGE DIAGRAMS

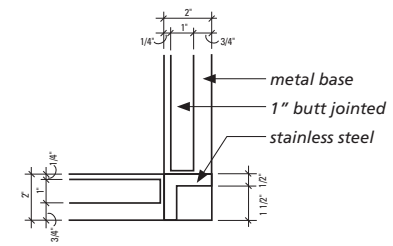
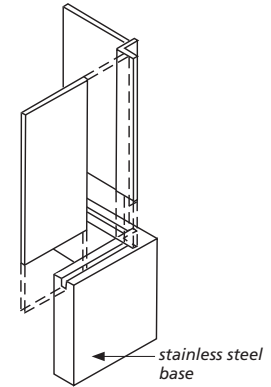
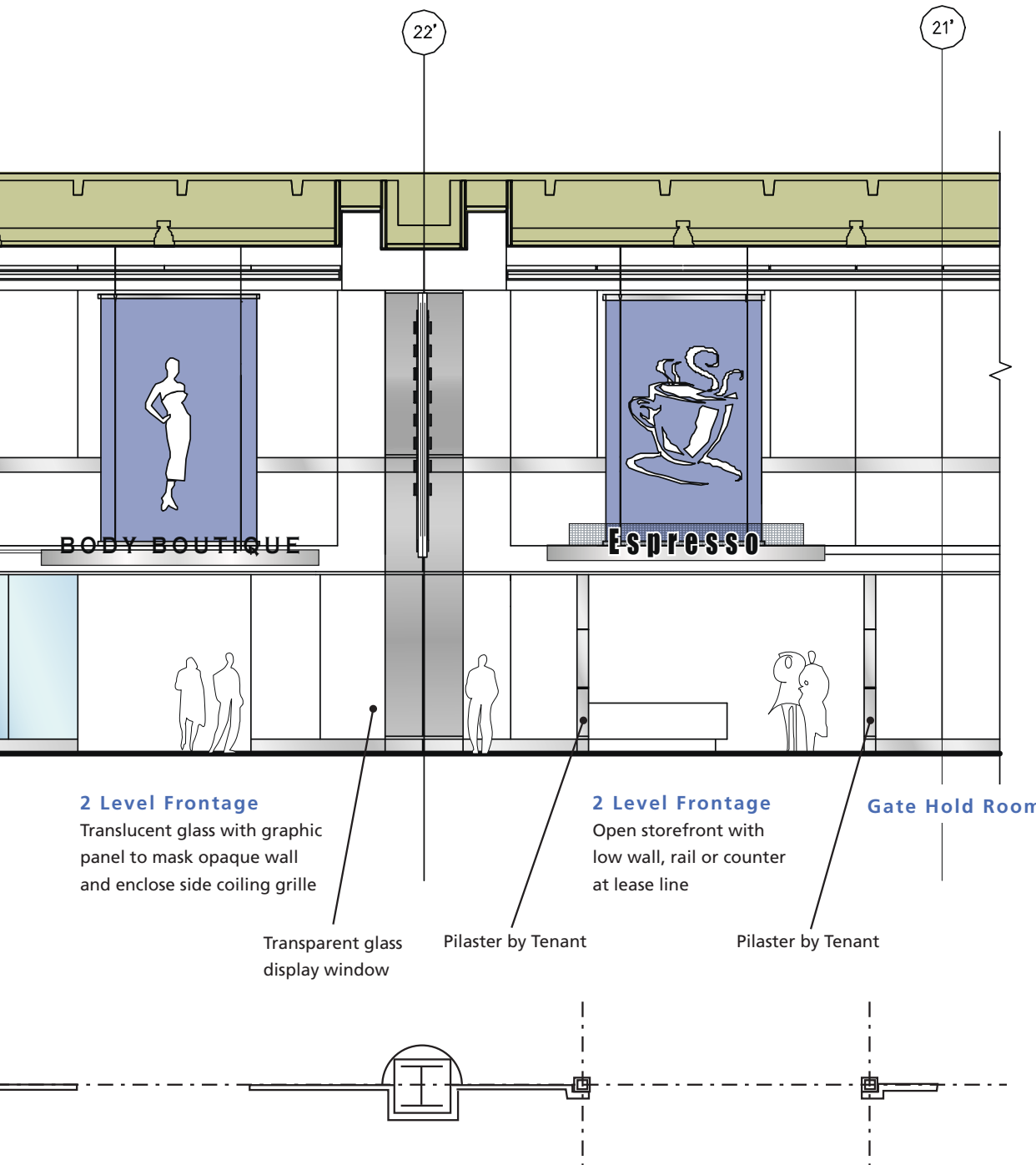


Typical Two Level Frontage Section

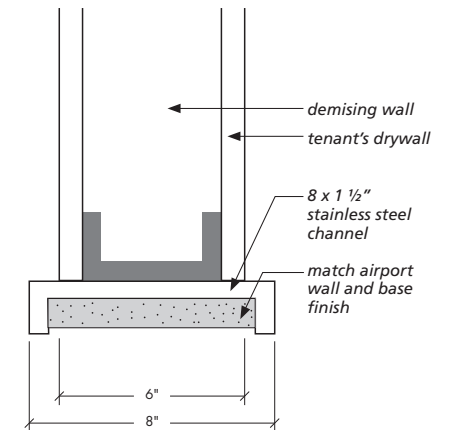


Typical Elevation NTS

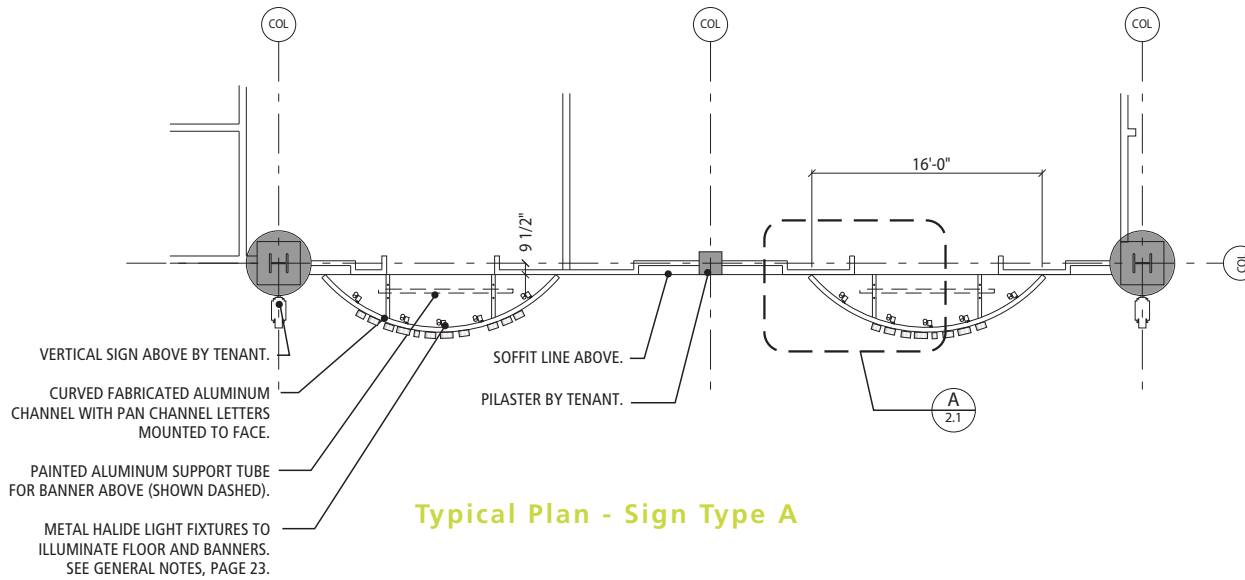




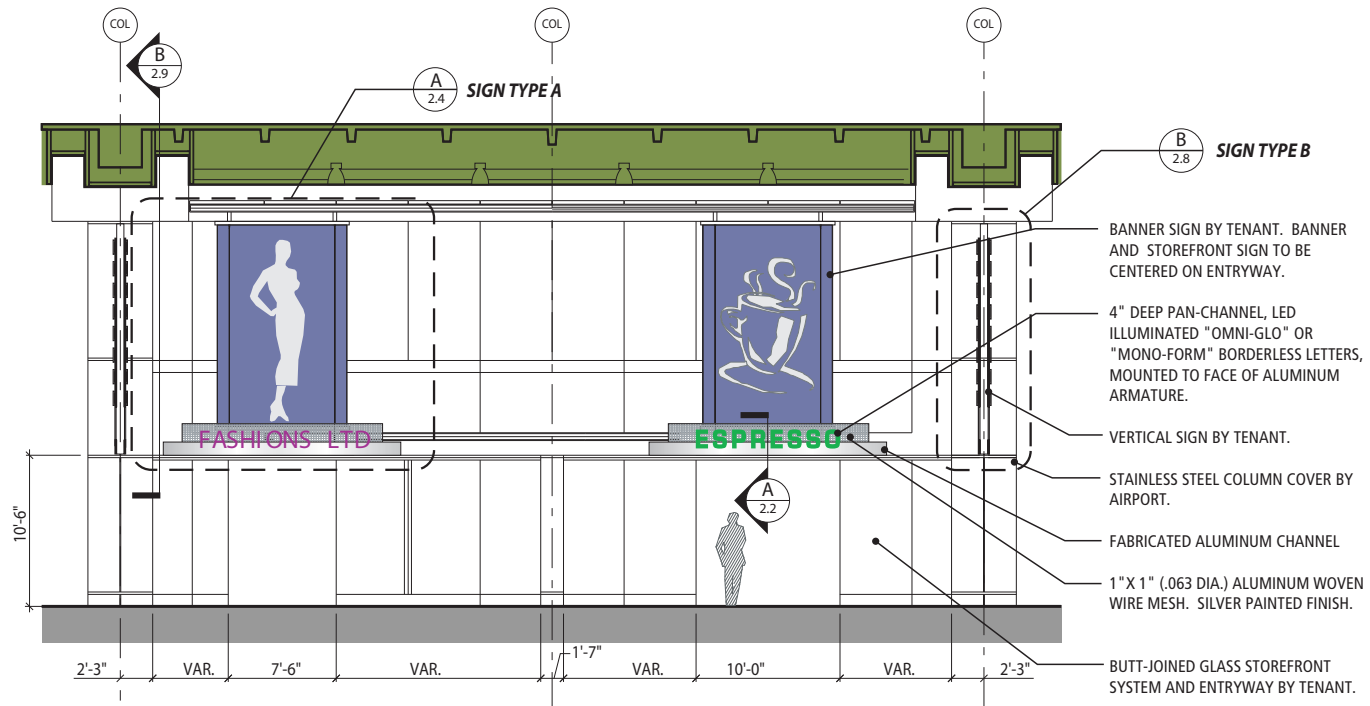
Corner Detail



Demising Wall End Cap



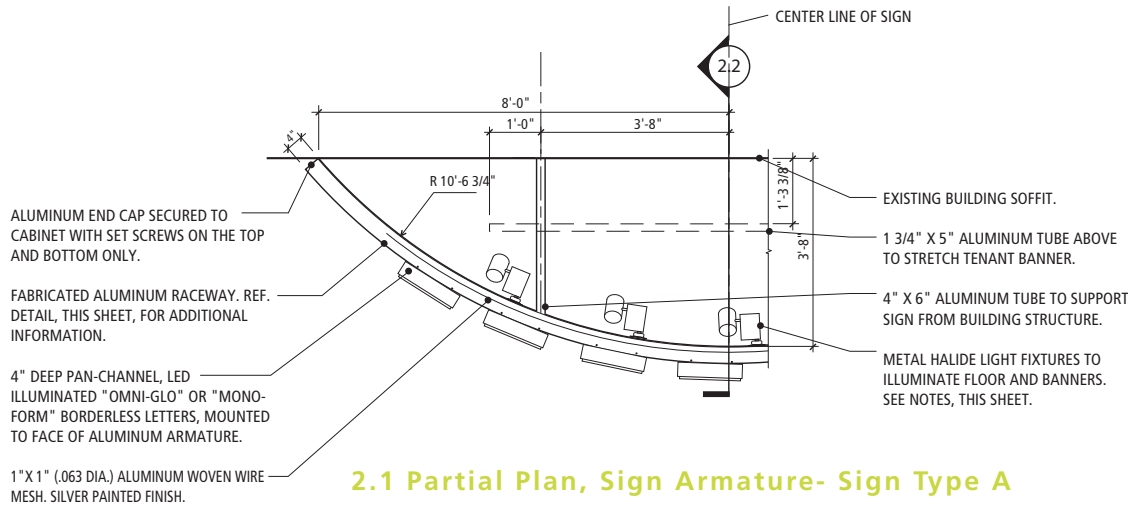
Typical Plan - Sign Type A



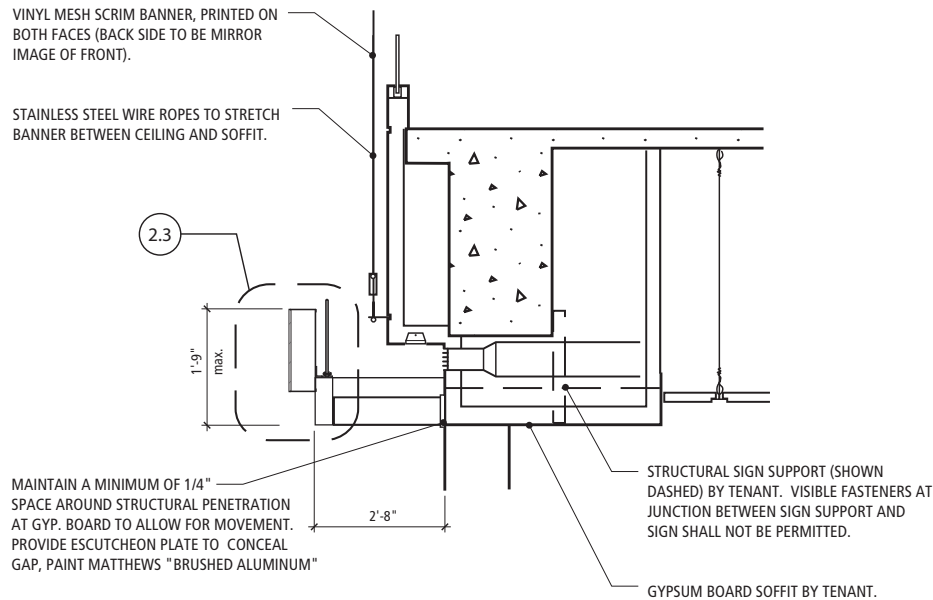
Typical Elevation - Sign Type A

GENERAL NOTES

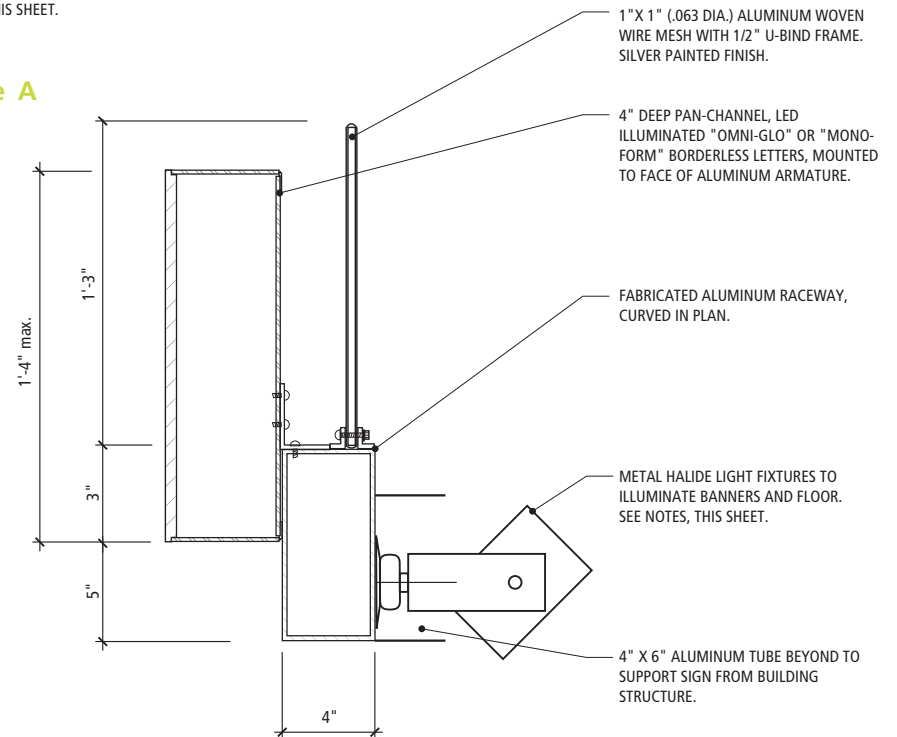
1. ALL EXPOSED OPAQUE SURFACES TO BE PAINTED MATTHEWS "BRUSHED ALUMINUM".
2. ACCESS PANELS SHALL BE PERMITTED ON REAR SURFACES ONLY AND MUST BE SET FLUSH WITH AND FINISHED TO MATCH SURROUNDING MATERIAL.
3. BANNER AND FLOOR ILLUMINATION SOURCE SHALL BE ADJUSTABLE PAR 20 METAL HALIDE FIXTURES, IN A SILVER FINISH. PROVIDE FIVE FIXTURES PER SIGN: TWO DIRECTED AT SCRIM BANNER ABOVE, AND THREE DIRECTED AT FLOOR.
4. LIGHT FIXTURES MUST USE 35 WATT METAL HALIDE LAMPS, AND HAVE REMOVABLE COLORED GEL LENSES TO ALLOW TENANTS THE OPTION OF CASTING COLORED LIGHT ONTO THE FLOOR AT THEIR ENTRIES.
5. ELECTRICAL SERVICE TO ALL SIGNS SHALL BE FROM THE TENANT'S ELECTRICAL PANEL.
6. ALL WIRE ROPE HARDWARE SHALL BE JAKOB INOX LINE OR APPROVED EQUAL.
7. ALL LETTER FACES ARE TO BE FLUSH WITH THE LETTER RETURNS, NO TRIM CAP. MAX. CAP. HEIGHT IS 16".



2.1 Partial Plan, Sign Armature- Sign Type A



2.2 Sign Armature Section - Sign Type A



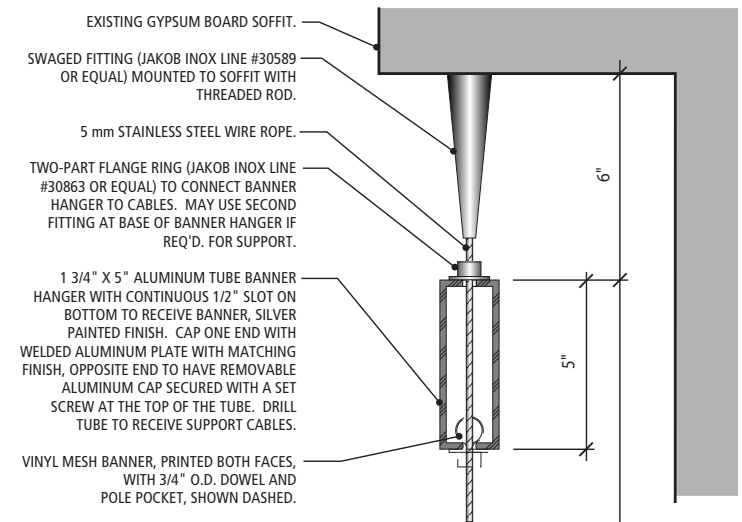
2.3 Section Detail - Sign Type A

GENERAL NOTES

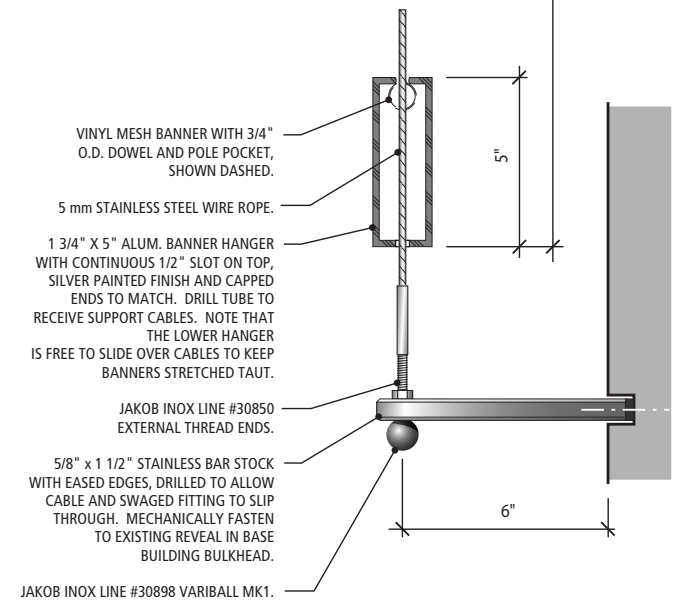
1. ALL EXPOSED OPAQUE SURFACES NOTED AS "SILVER" TO BE PAINTED MATTHEWS "BRUSHED ALUMINUM".
2. BANNER IS TO BE 4 MIL VINYL MESH SCRIM MATERIAL PRINTED ON BOTH FACES. THE IMAGE ON THE BACK FACE OF THE BANNER IS TO BE PRINTED IN REVERSE SUCH THAT THE TWO IMAGES ARE REGISTERED WITHIN 1/4" OF EACH OTHER.
3. BANNER AND FLOOR ILLUMINATION SOURCE SHALL BE ADJUSTABLE PAR 20 METAL HALIDE FIXTURES, IN A SILVER FINISH. PROVIDE FIVE FIXTURES PER SIGN: TWO DIRECTED AT SCRIM BANNER ABOVE, AND THREE DIRECTED AT FLOOR.
4. LIGHT FIXTURES MUST USE 35 WATT METAL HALIDE LAMPS AND HAVE REMOVABLE COLORED GEL LENSES TO ALLOW TENANTS THE OPTION OF CASTING COLORED LIGHT ONTO THE FLOOR AT THEIR ENTRIES.
5. ALL WIRE ROPE HARDWARE SHALL BE JAKOB INOX LINE OR APPROVED EQUAL.
6. BRAND ID GRAPHICS IS THE PREFERRED FABRICATOR OF THE BANNERS. THE SPECS OF THE SUPERFLEX MESH MATERIAL ARE AS FOLLOWS: ULTRA WHITE, 90Z. DOUBLE SIDED PRINT MESH WITH A FLAT SURFACE (FRONT AND BACK), 1000 DENIER, 80 X 60 LB. TEAR STRENGTH, NFPA-701 FIRE TEST PASS, PRE-WASH - ISOPROPYL 90% 2 SIDES.
7. THE ART MUST BE A MIRROR IMAGE 4" OF FRONT IMAGE TO BACK POCKETS FOR IMAGE TRANSITION WHEN FOLDED FOR SEAMING.
8. THE PRINTING PROCESS WILL BE ELECTRO DOT PLACEMENT WITH FULL SOLVENT INK.
9. THE FINISHING WILL CONSIST OF 4" POLEPOCKETS AT THE TOP AND BOTTOM WITH A LEISTER SEAMER 1" SURFACE WELDER AND THE SEAM EDGE MUST BE REINFORCED WITH BANNER STAPLES (1 IN EACH CORNER). THIS SHOULD BE SHIPPED ON A ROLL SO THAT NO FOLDS ARE CREATED IN THE BANNER.



2.4 Banner Elevation



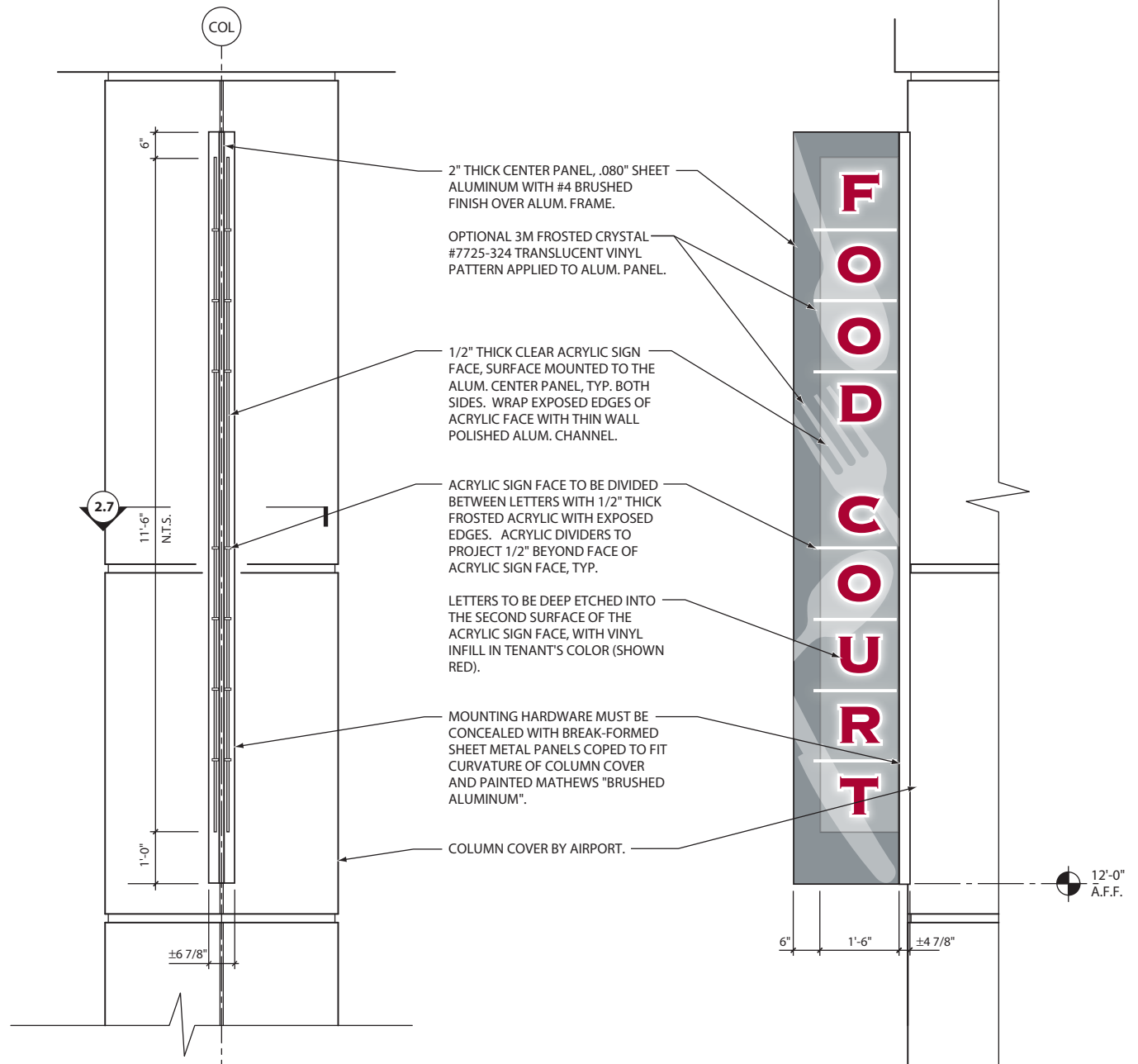
2.5 Detail at Upper Banner Hanger



2.6 Detail at Lower Banner Hanger

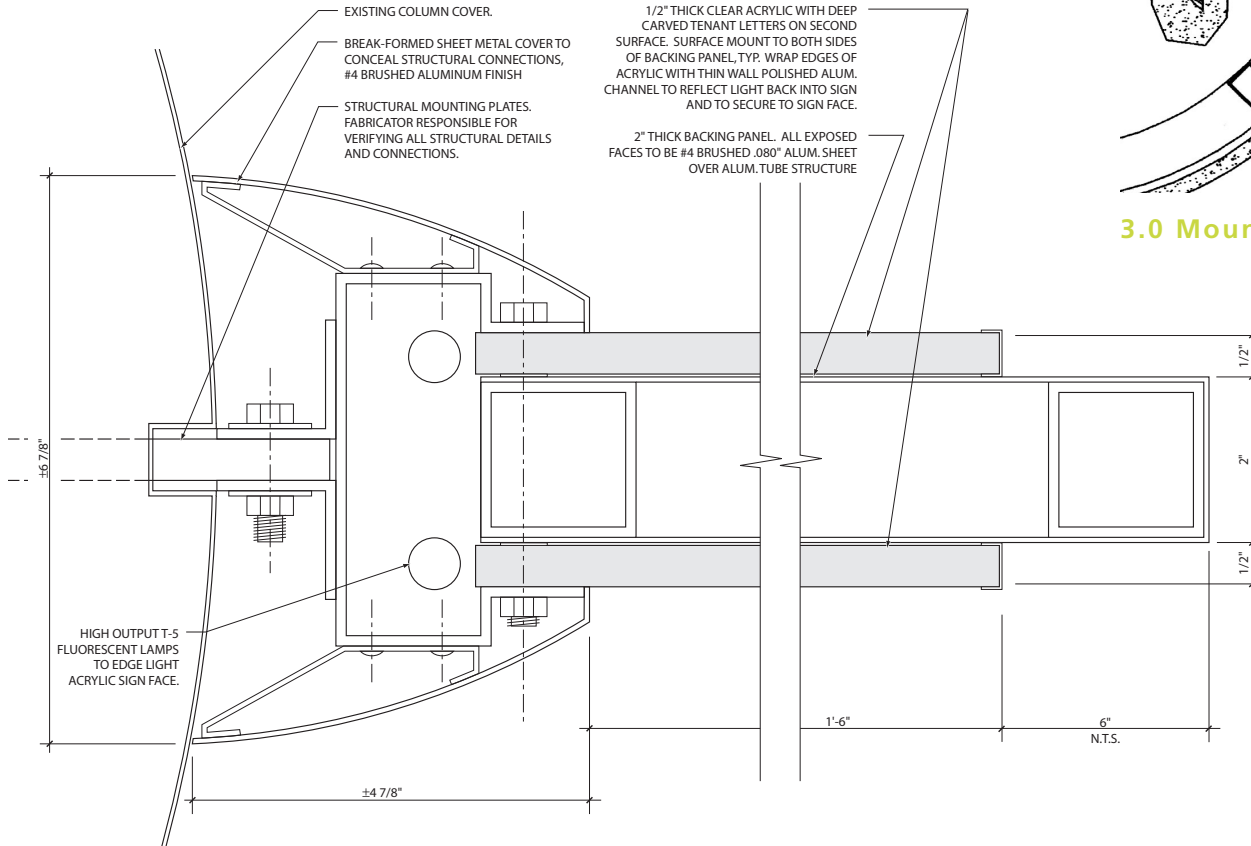
GENERAL NOTES

1. ALL INTERIOR SURFACES OF LIGHT BOXES ARE TO BE COVERED WITH 3M LIGHT ENHANCEMENT FILM, INCLUDING ACCESS PANELS AND END CAPS.
2. ACCESS PANELS MUST BE SET FLUSH WITH AND FINISHED TO MATCH THE SURROUNDING MATERIAL.
3. ELECTRICAL SERVICE TO ALL SIGNS SHALL BE FROM THE TENANT'S ELECTRICAL PANEL.
4. SIGN IS DOUBLE-SIDED.
5. ALL STRUCTURAL CONNECTIONS TO BE ENGINEERED BY SIGN FABRICATOR AND COORDINATED WITH THE EXISTING AIRPORT DETAILING.

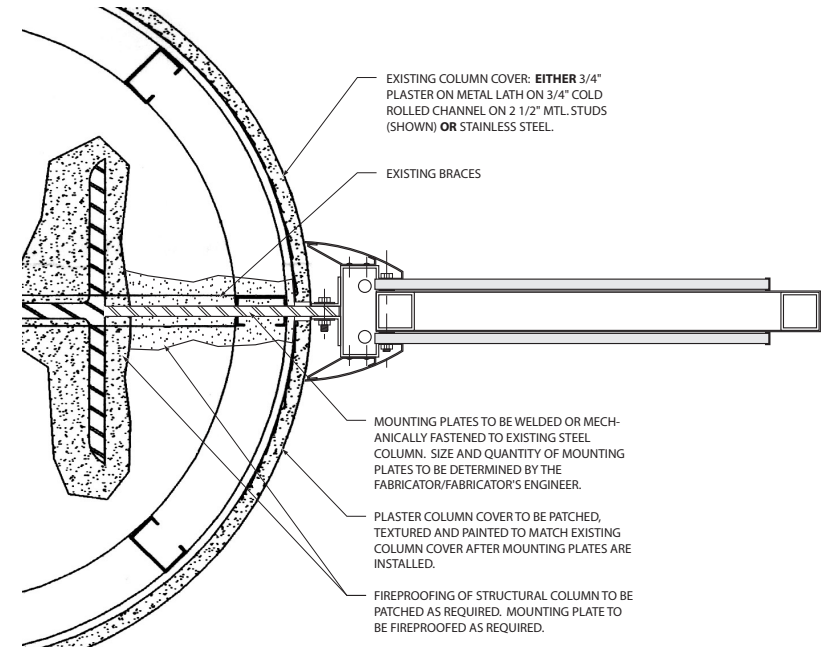


2.8 Elevation - Sign Type B

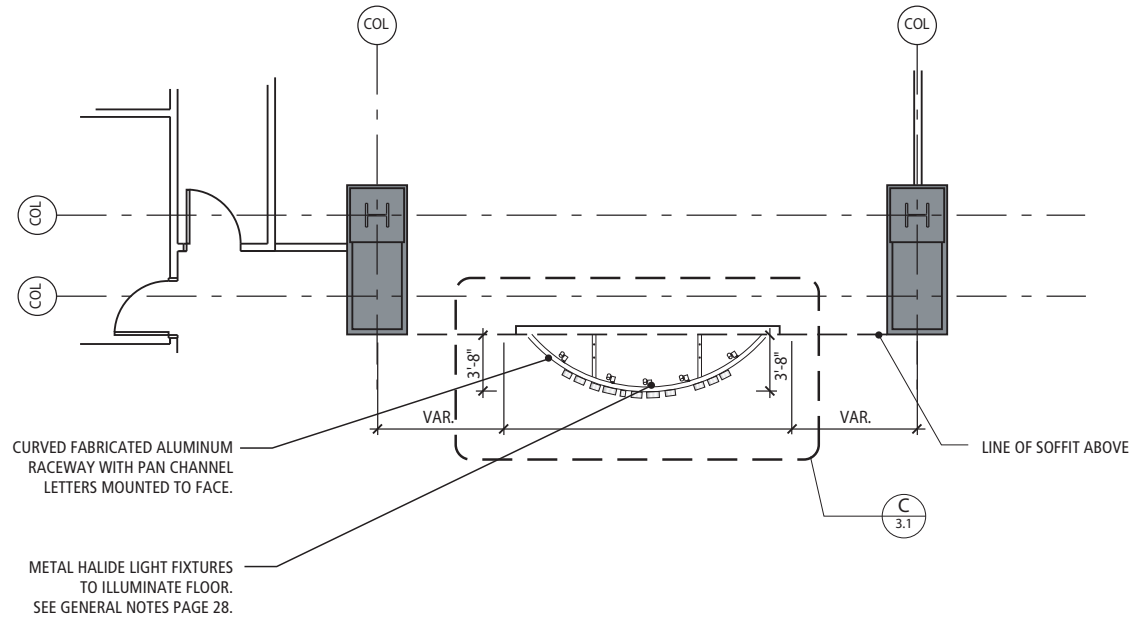
2.9 Elevation - Sign Type B



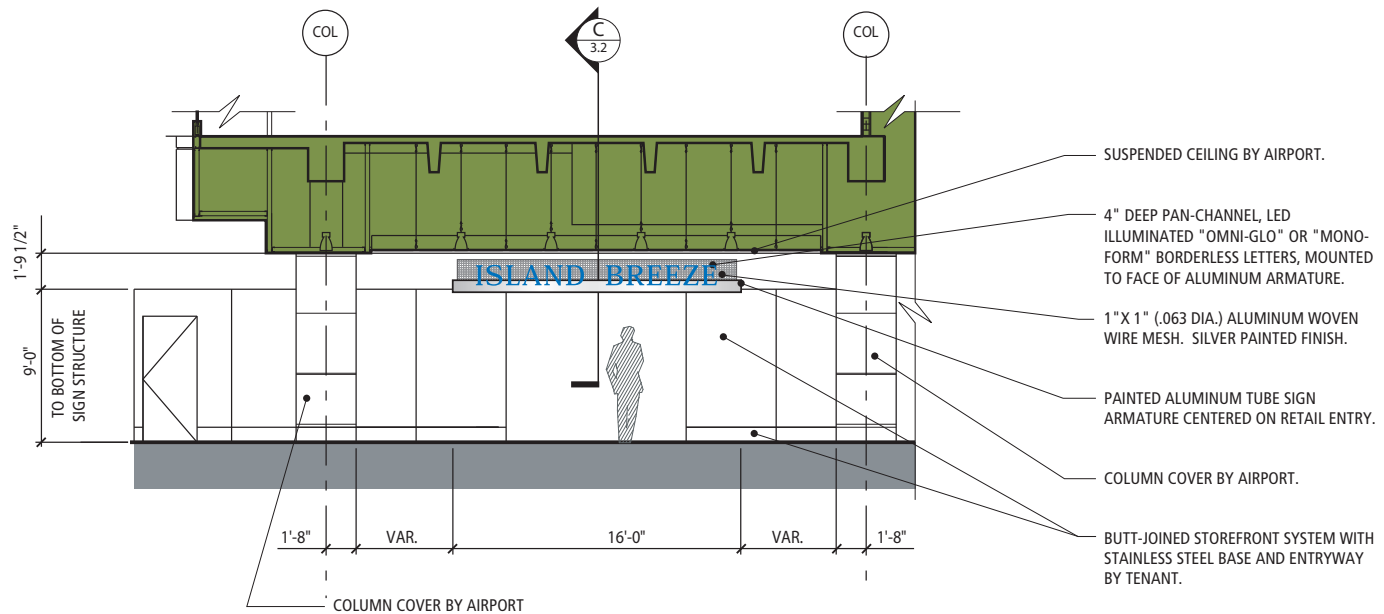
2.7 Plan Section - Sign Type B



3.0 Mounting Diagram - Sign Type B



Typical Plan - Sign Type C



Typical Elevation - Sign Type C

GENERAL NOTES

1. ALL EXPOSED OPAQUE SURFACES TO BE PAINTED MATTHEWS "BRUSHED ALUMINUM".
2. ACCESS PANELS SHALL BE PERMITTED ON REAR SURFACES ONLY AND MUST BE SET FLUSH WITH AND FINISHED TO MATCH SURROUNDING MATERIAL.
3. ELECTRICAL SERVICE TO ALL SIGNS SHALL BE FROM THE TENANT'S ELECTRICAL PANEL.
4. ALL WIRE ROPE HARDWARE SHALL BE JAKOB INOX LINE OR APPROVED EQUAL.
5. ALL STRUCTURAL CONNECTIONS TO BE ENGINEERED BY SIGN FABRICATOR AND COORDINATED WITH THE EXISTING AIRPORT DETAILING.
6. ALL LETTER FACES ARE TO BE FLUSH WITH THE LETTER RETURNS, **NO TRIM CAP.** MAX. CAP. HEIGHT IS 16".
7. FLOOR ILLUMINATION SOURCE TO BE 35 WATT PAR 20 METAL HALIDE FIXTURES IN A SILVER FINISH. THREE PER SIGN. FIXTURES MUST ALSO HAVE REMOVABLE COLORED GEL LENSES TO ALLOW TENANTS THE OPTION OF CASTING COLORED LIGHT ONTO THE FLOOR AT THEIR ENTRIES.

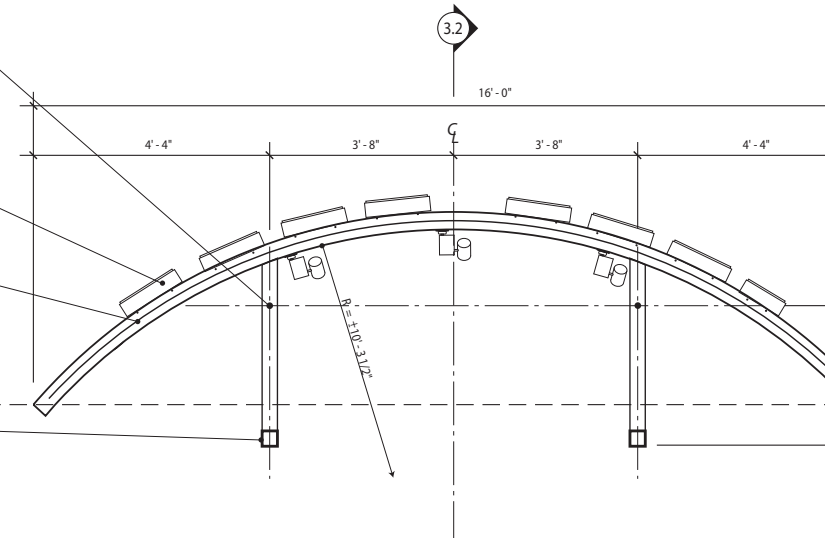
5 mm STAINLESS STL. CABLE TO STRUCTURE ABOVE. PROVIDE BRUSHED ALUM. ESCUTCHEON PLATE AT CEILING PENETRATION AND CUSTOM ANCHOR AT SIGN ARMATURE.

4" DEEP PAN-CHANNEL, LED ILLUMINATED "OMNI-GLO" OR "MONO-FORM" BORDERLESS LETTERS, MOUNTED TO FACE OF ALUMINUM ARMATURE.

1"X 1" (.063 DIA.) ALUMINUM WOVEN WIRE MESH WITH 1/2" U-BIND FRAME. SILVER PAINTED FINISH.

EXISTING GYP. BOARD SOFFIT ABOVE.

3" SQ. ALUM. TUBE, PAINTED SILVER, OVER THREADED ROD SUPPORT. SUPPORT TO BE ANCHORED TO STRUCTURE ABOVE SOFFIT.



3.1 Plan - Sign Type C

5 mm STAINLESS STL. CABLE TO STRUCTURE ABOVE. PROVIDE BRUSHED ALUM. ESCUTCHEON PLATE AT CEILING PENETRATION.

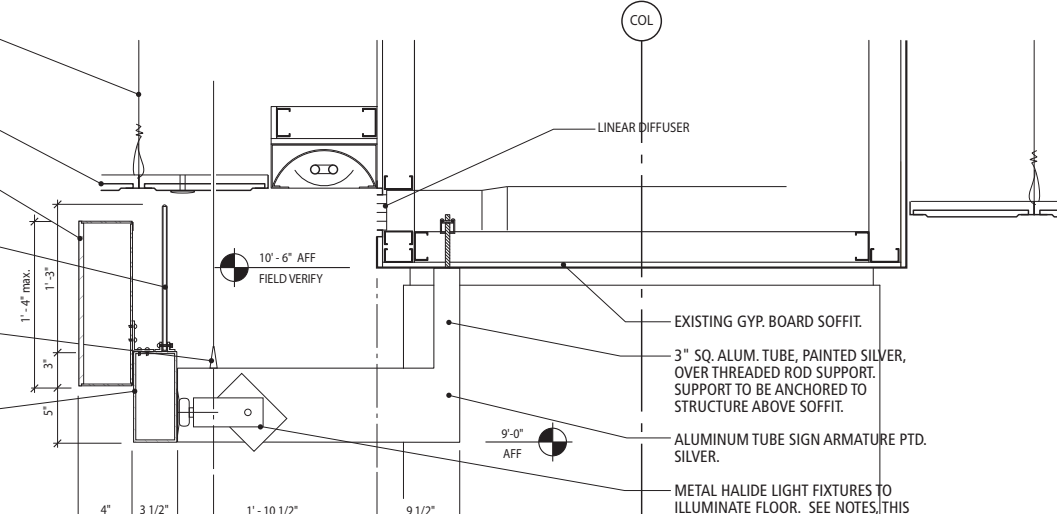
EXISTING LAY-IN CEILING.

4" DEEP PAN-CHANNEL, LED ILLUMINATED "OMNI-GLO" OR "MONO-FORM" BORDERLESS LETTERS, MOUNTED TO FACE OF ALUMINUM ARMATURE.

1"X 1" (.063 DIA.) ALUMINUM WOVEN WIRE MESH WITH 1/2" U-BIND FRAME. SILVER PAINTED FINISH.

CUSTOM MILLED STRUCTURAL CONNECTOR TO MATCH APPEARANCE OF JAKOB INOX LINE ANCHOR #30803.

FABRICATED ALUMINUM RACEWAY, CURVED IN PLAN.



3.2 Section Detail - Sign Type C

GENERAL CRITERIA

MERCHANDISE DISPLAY ZONE

1. The storefront together with display lighting and signage comprises the initial presentation of the overall store image. To reinforce visual merchandising, a Merchandise Display Zone, running the full width of the storefront and five feet of the store depth, should be given special attention in design and merchandising and should be set aside for professional quality displays.
2. Tenants are encouraged to emphasize this area with high quality finishes, platforming, lighting, ceiling height changes and other special visual distinctions on all exposed surfaces.
3. Tenant displays in this area are required to change a minimum of six times per year.
4. Displays must be of product. No placards, posters or other advertising media will be permitted without written approval by the MDAD.
5. Lighting in the merchandise display zone must remain on 24 hours per day.
6. The ceiling above the Merchandise Display Zone must be painted gypsum at a minimum height of 10'-6" above the finish floor.

RETAIL DISPLAY

1. All displays and display cases located within Tenant's space must be adequately lit during the hours of operation as specified by the MDAD. Direct visual exposure of bulbs is not permitted.
2. Product/merchandise display and the circulation of passengers in an airport retail space require additional consideration beyond that of a store in a retail mall. The location of store fixtures must



allow for the circulation of customers who may be carrying or pulling wheeled luggage.

TENANT SIGN CRITERIA

GENERAL CONDITIONS

The Tenant must retain the services of a professionally trained graphic designer to create their graphic identity program. This work will be subject to the Airport's approval and will be done solely at the Tenant's expense.

1. Each Tenant is required to design, fabricate, install and maintain a sign.
2. Tenants in corner locations or with multiple frontages shall be permitted one sign or other graphic treatment per storefront in addition to their primary identity sign.
3. Tenants with a primary storefront of 40 linear feet or greater in length may be permitted a second sign along that storefront.
4. No animated components, flashing lights, formed plastic, or box-type signs are permitted.

Tenant signage may NOT interfere with the terminal wayfinding sign system or block any air diffusers.

IDENTITY SIGNAGE

All Tenants are required to provide a curved fascia sign as their primary identity element. This sign consists of borderless pan channel letters (ref. diagram 2.1 on page 23).

Sign letters should be in the tenant's logo type. This sign type utilizes a curved metal raceway that serves to provide an armature on which the letter forms and a wire mesh back panel are mounted.

The light source within the letters is to be LED with an acrylic face in the predominant tenant color.

ADDITIONAL SIGNAGE IN HIGH CEILING CONDITIONS

Tenants in high ceiling conditions will be required to provide two additional sign types, except where these signs may interfere with the Airport wayfinding signs or with the building architecture: an illuminated perpendicular blade sign and a graphic scrim. Only one sign of each type shall be permitted per tenant.

The perpendicular blade sign consists of an edge illuminated acrylic panel with deep carved dimensional letterforms. This sign is to be mounted to the base building structural columns with the mounting hardware penetrating the existing decorative metal column covers. The Tenant shall be responsible for the removal and re-mounting of these column covers (ref. diagram 2.7 on page 26 for additional details).

The letter style and layout of this sign must be carefully selected/designed to make the best use of the illuminated sign area. Typefaces with broadly varying letter widths should be avoided to minimize awkward letter adjacencies, such as a narrow "F" balanced on a wide "O".



The graphic scrim is to be translucent vinyl mesh suspended behind the tenant's curved identity sign. The scrim must be printed on both faces with the image on the back face mirroring and registered with the image on the front. The front face of the scrim is to be illuminated using the lights mounted to the back of the curved identity sign. No text will be

permitted on the scrims (ref. diagram 2.4 on page 24 for additional details).

ADDITIONAL NON-ILLUMINATED SIGNAGE

The following types of allowable non-illuminated signs are not restricted in terms of size. However,

their use is viewed as decorative as well as informative and is similarly subject to the Airport's discretionary approval.

1. Non-dimensional letters and/or logos applied or painted directly on the inside face of glass storefront areas.
2. Supergraphic or bas-relief treatment of large amounts of storefront areas.

The following restrictions apply:

1. No exterior signage will be permitted on any part of the Airport Terminal building.
2. Electrical service to the Tenant's signs shall be from the Tenant's electrical panel. Access panels cannot be exposed from storefront.
3. All signs, bolts, fastenings and clips shall be of stainless steel, aluminum, brass or bronze. No black iron materials of any type shall be permitted.
4. The following types of signs, sign components and devices shall NOT be permitted:
 - a. Boxed or cabinet type.
 - b. Cloth, paper, cardboard and similar stickers or decals.
 - c. Moving or rotating.
 - d. Exposed labels of manufacturers, underwriters, etc. Where labels are required by code, they must be located in an inconspicuous area.
 - e. No other signage will be allowed within 18" of Lease Line.

ADDITIONAL ILLUMINATED SIGNAGE

Where illuminated signs are considered, the following restrictions shall apply:

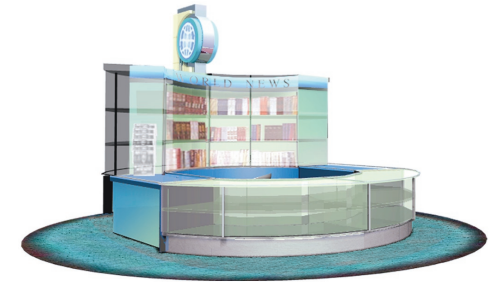
1. Individual dimensional letters shall not exceed a maximum height of 16 inches.
2. Exposed neon tubes forming letters shall be behind glass.
3. The Airport reserves the right to reject any signing which in its sole opinion is inappropriate for the Airport.
4. All illuminated signs must be turned on during the Airport Terminal normal retail operating hours. The use of time clocks for sign and show window lighting is mandatory. On and off times will be provided by the Airport.
5. The Tenant shall be fully responsible for the workmanship and installation of the Tenant's sign and the coordination of the Tenant's sign contractor.
6. Moveable and/or portable displays of signage are not permitted. Coordinated graphics for special and temporary displays must be approved by the Airport. Approval for temporary sign programs must be obtained each time the program or the signs themselves are revised. Initial approval for a specific program does not constitute blanket approval for subsequent temporary signs or sign programs. No displays or signage are permitted outside the Lease Line.

SELF-CONTAINED MERCHANDISING UNITS

Free standing Self-Contained Merchandising Units (SCMUs) are unique in that they have all sides exposed to public view. As such they are more susceptible to public access and the level of finish and quality of materials must be at a higher standard. The Tenant should treat the design of the SCMU as a piece of fine furniture.

Food SCMUs must comply with these and the Food and Beverage requirements in these Design Guidelines.

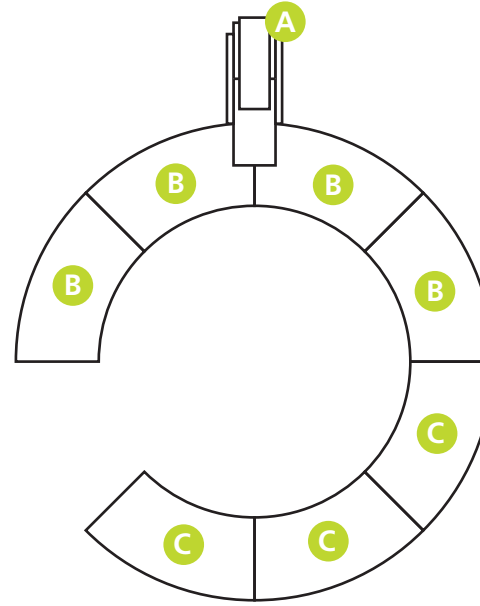
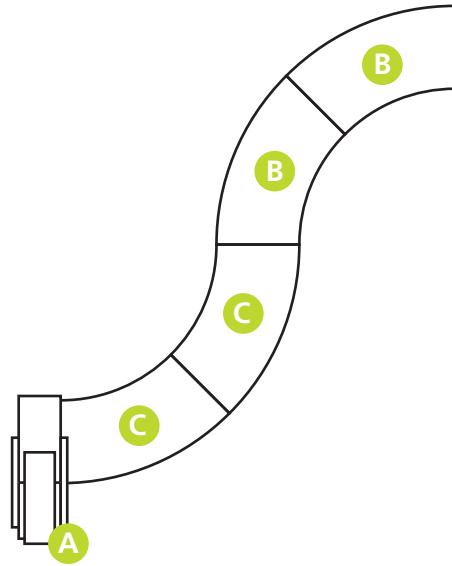
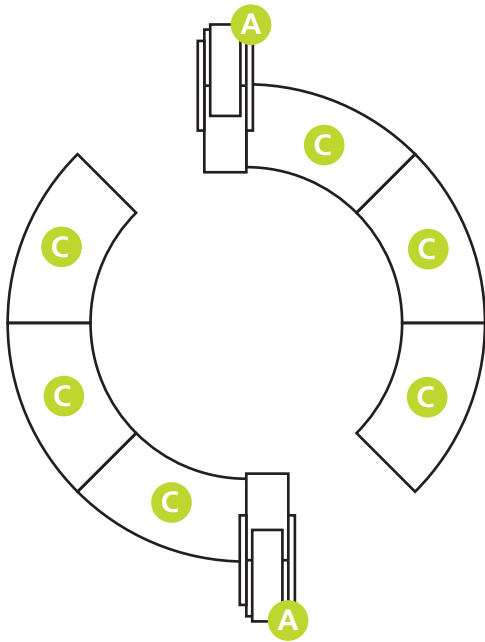
1. All counters must conform to the Americans With Disabilities Act requirements and all applicable state and national laws.
2. The use of glass, metal, stone, and synthetic polymer (Corian) materials is strongly encouraged for SCMU construction.
3. The use of plastic laminate is only allowed with Airport approval.
4. Power, telephones and data lines need to be incorporated into the design such that the unit can be in effect "plugged in." Access to power boxes is to be hidden in the design of the SCMU.
5. Display cases are to be well lit and ventilated with the light source hidden from public view.
6. The SCMU is to be securable during non-business hours. The use of integral locks and roll down doors is encouraged.
7. The lighting of the unit is very important. The Airport base lighting system will not provide enough light for the operations therefore additional lighting is required. Lighting is to



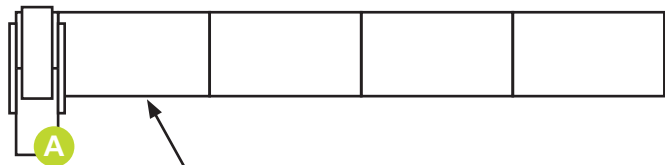
SCMU Options

be designed as part of the SCMU and not attached to any Airport finished ceiling or wall. All exposed connections, j-boxes and fittings are to be finished to match the overall SCMU design.

8. SCMUs are to have signs on all public sides. The signs are to comply with sign criteria found in these guidelines.



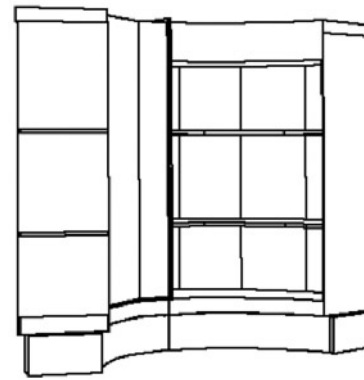
SCMUs shall be composed of a combination of standard modular units arranged to create the desired retail configuration. Modules include a low, curved counter; tall, curved display units; tall straight display units; and a standard sign element. Counters and displays may utilize a variety of shelving and hangers to exhibit merchandise.



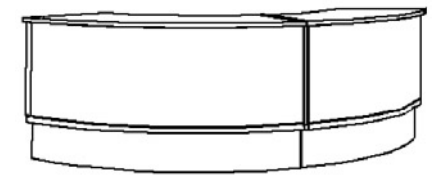
Straight, high display units for retail adjacent to or creating walls in limited width corridors, not shown in sketches.



A



B



C

FOOD AND BEVERAGE

GENERAL CRITERIA

Food and Beverage locations are to comply with all parts of these guidelines and the following criteria. Concessionaires and Tenants shall be responsible for verifying design compliance with all applicable local, state and national codes. All materials used must be Class A fire-rated except for the loose items such as furniture. Particular attention shall be given to the visual organization of the serving area. Equipment layout, graphics, materials and menu boards shall be submitted to the Airport for approval. The Tenant should also give attention to the design of temporary signage, displays, uniforms, etc. All areas exposed to public view are subject to Airport approval.

1. The Tenant may install a lockable door in the passage to the kitchen area for security and safety. Roll down grilles are not permitted.
2. The entire Tenant space floor area must be properly sealed using a Dex-O-Tex, or similar, membrane-type seal prior to the installation of any finished flooring material. Special details recommended by the manufacturer for slab penetrations, wall bases, threshold, etc. must be followed.
3. Customer queuing must occur within the Tenant lease line or well outside of primary passenger circulation areas. Queuing plans must be included in tenant's design submittal to the Airport for review and approval.

FOOD COURT STOREFRONT/ COUNTERFRONT CRITERIA

1. Demising columns and gypsum board bulkhead will be provided by the Airport at the Airport's expense. The gypsum board ceiling enclosure is by the Tenant. A demising wall will be installed by the Airport at the Tenant's expense.
2. All counters must conform to the Americans With Disabilities Act requirements and all applicable state and national laws.
3. Approved countertop and counter front materials include marble, granite, clear glass, stainless steel or synthetic polymer (Corian). All counter fronts will be subject to the approval of the Airport.
4. Recesses in the top counter surface (for cash register, food trays, drink dispensers, etc.) will be allowed if set back a minimum of six inches (6") from the front edge of the counter. Location and design of recesses must be approved by the Airport prior to construction.
5. Glass case counterfronts will be allowed with a maximum height limitation of four feet six inches (4'-6") above the finish floor. Casework glass must occur no lower than one foot six inches (1'-6") above the finish floor.

MENU BOARDS

Menu Boards must be designed by a professionally trained graphic designer to be an integral part of the general design image of the food court stall and other signage.

1. Menu boards may be suspended from the ceiling or attached to the back wall. They may be a maximum of 7'-0" behind the face of the counter with a minimum clearance of 7'-0" from the floor.

2. Customized menu boards with an artisan quality and remote illumination by surface light fixtures are most desired. They must be permanent in nature and professionally designed and manufactured.
3. Construction may be of smooth finished or painted wood, metal, glass or chalkboard.
4. The surface of the menu board must be of a non-glare material to insure comfortable visibility and maximum legibility.
5. For maximum efficiency, menu boards must be visible 5'-0" prior to the "order here" point in the queue.
6. Lettering used on the menu boards should be larger than traditionally used. A 1" cap height is the minimum size required.
7. Photographs of food are not encouraged but will be permitted on the menu board provided they are designed as an integral part of the menu board design. Photographs shall be professionally produced and must accurately represent the products being sold. All photographs of food are subject to MDAD approval.
8. Should internally illuminated menu boards be used, they must be recessed within the back wall.
9. Tenant's name and logo are permitted on menu boards. Nationally and/or internationally recognized branded logos of menu items being offered will be allowed as additional signage on menu boards, subject to MDAD approval.
10. No advertising, placards, banners or pennants, permanent or temporary, shall be affixed anywhere on the customer serving or display area, without written approval by MDAD.

MECHANICAL, ELECTRICAL AND PLUMBING REQUIREMENTS

PROVIDED BY AIRPORT

MDAD will provide the following items at the Tenant's expense to maintain complete control over quality and to minimize interruption to airline operation and passenger inconvenience. Work that can best be coordinated, phased and completed most economically will be done by a single contractor.

MDAD will provide the premises as described on the lease exhibits. All indicated demising walls and storefront bulkheads should be in place at the time of tenant construction start date, unless noted otherwise.

Mechanical, Electrical and Plumbing requirements will be provided by MDAD as described. All additional requirements making a complete operational and code compliant concession space are to become the responsibility of the Tenant.

TENANT RESPONSIBILITIES

1. **Fire Protection:** The premises will be provided with sprinkler heads at one per 100 sf of floor area, with the heads turned up. The Tenant is responsible for design and modification of fire protection system in their premises including special fire protection systems at hood conditions for food preparation areas.
2. **Smoke Detectors:** The premises will be provided with one detector per 900 sf of floor area. The Tenant is responsible for design and modification of smoke detectors locations and connection of additional units into existing Airport systems.
3. **Fire Alarm Interface:** Interface connection point(s) shall be provided in the general vicinity of each Tenant space. The Tenant shall install

all fire alarm components, wiring, annunciation components and interface required beyond those provided by MDAD. All devices shall be UL listed and tested for use with Airport fire alarm system (Honeywell).

4. **Domestic Water:** Wet stacks provide a minimum 1 inch, non-metered, cold water line with a ready tap for Tenant connection. Connection, piping, hot water generation, storage and metering are the Tenant's responsibility.
5. **Sanitary Waste:** Wet stacks provide a 4-inch sanitary waste stack with stub-out under floor deck and a 4-inch vent stack overhead. The Tenant is responsible for design and connection into Airport system.
6. **Grease Waste:** In selected locations a 4 inch or 6 inch riser with stub-outs under floor deck are provided for connection into grease interceptors at ramp level. Only the food and beverage Tenants are required to connect to the interception system. All drains in food and beverage locations are to be connected to the interception system, including floor drains. The Tenant is responsible for all costs for connection to grease waste risers.
7. **Cooking Exhaust:** Two-hour rated chases and mechanical penthouses dedicated for ventilation of concessions spaces are strategically located throughout the Airport. Tenants are responsible for installing a rated grease-exhaust ductwork from their premises, sloped horizontally above the ceilings to the nearest chase to minimize the spread of grease waste particles. The total grease exhaust system shall comply with current edition of NFPA-96. Chase penetrations and ductwork shall be closed with a two-hour rated closure or an alternative UL listed high temperature insulation wrap. Ductwork inside the chase will be vertical and connect to the exhaust fan penthouse. Ductwork, conduit and wiring for fan control, hood with fire suppression system, and exhaust fans are at the Tenant's expense. A separate make-up system of at least 90% outside air is needed for the hood exhaust to avoid drawing conditioned air from adjacent airport spaces. Alternate methods of achieving required duct ratings may be used with MDAD and building department approval. The Airport is providing the right of way path for the grease duct exhaust system.
8. **Toilet Exhaust:** Ventilation chases and mechanical penthouses have been provided as described above. The Tenant is responsible for installation of all ductwork and fans from lease space to chase and penthouse.
9. **Air Conditioning:** A 2000 cfm VAV box will be provided for every 800 sf of floor area. The Tenant is responsible for configuration of premises supply and return grilles. No provisions for heating are provided or required. The Tenant is responsible for all cost associated with providing additional capacity. The Airport will provide each Tenant space with a minimum of one VAV box with separate thermostat.
10. **Smoke Evacuation:** Where required by Miami Dade Fire Rescue Department (MDFR), the Airport shall extend smoke removal ductwork to concession space. Connection to system is by the Tenant.
11. **Emergency Power:** One 277 volt, 1 phase, non-metered branch circuit, conduit and wiring will be provided to the premises in junction box for emergency lights and exit devices. The Tenant provides all emergency lights and exit devices, and interconnecting conduits.

12. Normal Power: MDAD will provide a 480/277 volt, 3 phase, 4 wire metering type switchboard in the Airport's electrical room for tenant's usage. Empty conduit will be provided from the Airport's electrical/tenant metering switchboard to the premises. The Tenant is to provide wiring, breakers, meter, branch breakers in Airport electrical room, 480/277 volt, 3 phase, 4 wire panels in premises, lower voltage panels in premises, transformer in premises, etc. to complete the electrical service to the Tenant's premises. The Airport has provided capacity in the 480/277 volt, 3 phase, 4 wire metering type switchboard for Tenants to use the following:

- a. Food SCMU 200 amp.
- b. News Stand, Retail, Duty Free 100 amp.

The following listed uses and loads will require separate wall mounted meter compartments with service rated breaker. Associated empty conduits from the breaker to the concession will be provided by the Airport.

- a. Quick Serve Food - 400 amp.
- b. Bar - 300 amp.
- c. Café-Bar - 400 amp.
- d. Sit Down Restaurant - 600 amp.
- e. Food Court - 300 amp.

If the Tenant requires additional power above these amounts, the Tenant is responsible for all cost to obtain it. Any additional power requirements must be approved by MDAD.

13. Telephone and Data: Empty conduit will be provided from closest overhead cable tray to premises. The Tenant is responsible for the wiring and connection to local phone service. For the NTD program, the MDAD approved PDS (Premise Distribution System) will be wired and connected.

The Tenant is responsible for providing the drop conduit runs from the closest overhead cable tray down to the final location of the phone/ data outlets.

14. Public Address System: The Airport, as required by code, shall expand the Main Building paging and emergency PA systems to cover public spaces. Any required Tenant local paging system within the premises is the responsibility of the Tenant. Any local system shall be equipped with an override feature to accept signals from the main system and provide priority annunciation.

15. Gas: Adequate high pressure gas mains, line taps, shut off gas cocks, meters and pressure reducing regulators will be provided on the roof to serve required gas for Tenants. The Tenant shall provide all distribution piping, regulators, shut-off valves, vent piping, etc. for all gas-operated equipment. All concealed gas lines inside the building requires a 2-hour chase enclosure, per the building department, to be provided by the Tenant.

16. Roof Penetrations: All roof penetrations associated with MEP components for premises are at the Tenant's expense. The Tenant must use an approved bonded roofer to maintain the warranty of the Airport's roof. MDAD will provide warranty information from roof manufacturer. Only MDAD approved roofing penetrations details for all tenant roof equipment are to be used.

17. Point of Sale: The Airport is providing an empty room for future connectivity to concessionaire's hubs, with empty conduits from the nearest cable tray.

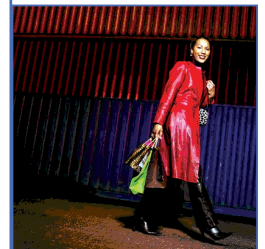
LIGHTING CRITERIA

1. All lighting must be reviewed and approved by the Airport.

2. The Airport does not supply lighting of storefronts. General Airport Terminal Concourse illumination will not provide adequate lighting for storefront merchandise. Storefronts that are recessed behind the Lease Line should have Tenant installed lighting in the Tenant's soffit area in the form of recessed downlights. Tenants will be allowed to modify Airport bulkhead to accept recessed lighting with prior approval of Airport.
3. There shall be no direct glare from the store to the Airport Terminal Concourse area.
4. Exposed lights inside the store, other than purely decorative, are only permitted with special permission from the Airport.
5. All showcases and display cases must be adequately lit and ventilated. Direct visual exposure of lamps and/or fluorescent tubes is prohibited.
6. If fluorescent ceiling light fixtures are used, they must incorporate "parawedge" diffusers or their equivalent. White acrylic egg crate or clear acrylic prism diffusers will not be permitted, except in food prep areas.
7. All storefront and interior reflected ceiling plans and specifications shall be submitted to the Airport for review and approval prior to construction.
8. Incandescent units may be used for general lighting only if the Tenant has established an identity based on this theme or motif and units are approved in writing by the Airport.
9. Track type lighting shall be compatible with the design of the Tenant space.
10. Cut sheets must be submitted on all lighting for Airport review and approval.



The purpose of this process is to provide guidelines to all involved in the modifications of existing Miami International Airport facilities. The object is to provide an expeditious submittal, review and approval process. All Tenants, architects, engineers and contractors must be familiar with the Retail Concession Handbook as well as the applicable sections of the Miami International Airport Design Guideline Manual.



SUBMITTAL REVIEW PROCESS

Once the lease is approved, the Tenant will have the stated amount of time to complete the following:

A Project Review Team has been created with a representative from each of the following MDAD divisions: Facilities (TAC), Interior Design, Commercial Operations, Fire and Life Safety, North Terminal and Miami Dade County Building Department. The "Team" will have a set meeting monthly in which tenants may submit schematic drawings, certain % drawings, etc. for review. Tenants will attend with their architects and designers to respond to queries and concerns.

Note: The timetable may vary depending upon the completeness of the tenant's submittals and their responsiveness and timely implementation of comments. The other factor that may not be controlled is the response by others outside the Airport employment base such as any environmental (DERM) or other County reviewers.

Steps taken from signing the lease to start of construction

Commercial Operations

STEP 1: 7 days

Tenant meeting is planned by Commercial Operations Department with Facilities Project Manager in attendance.

- Provide design guideline handbook.
- Review lease terms and conditions.
- Review permit process.
- Review concept.
- Review financial plan.
- Review phasing/transition plan.
- Review operating standards.
- Provide tenant handbook.
- Describe process for initiating design review.

Commercial Operations/Construction

STEP 2: 30 days (Prepare Schematic Design Documents)

If the project is not in the master plan or is a deviation from the master plan, then a quick check form is submitted. Otherwise, it is not needed.

- Tenant submits schematic plan, color boards/materials, etc.
- Commercial Operations arranges meeting with Team.
- Team reviews submittal.

Construction Permitting Process

STEP 3: 30 days (Prepare Design Development Documents)

Refined design documents are to be submitted by the end of this phase.

STEP 4: 60 days (Prepare Construction Documents)

Construction documents are to be submitted by the end of this phase.

STEP 5: 15 days

100% construction document review. **THE PERMIT PROCESS BEGINS.**

STEP 6: 15 days

Tenant revises plans to accommodate review comments.

STEP 7: 7 days

Revised plans are reviewed and back-check completed.

STEP 8: 7 days

Pre-construction meeting is held which includes Commercial Operations.

STEP 9: 1 day

Construction begins – Commercial Operations are notified if and when major changes occur in materials/design, etc.

GENERAL CONDITIONS

The purpose of this process is to provide guidelines to all involved in the modifications of existing Miami International Airport facilities. The object is to provide an expeditious submittal, review and approval process. All Tenants, architects, engineers and contractors must be familiar with the Retail Concession Handbook as well as the applicable sections of the Miami International Airport Design Guideline Manual.

The Miami International Airport Design Guideline Manual is published by MDAD. Its purpose is to inform architects and engineers of acceptable design parameters for the design of construction improvements within the boundaries of the Airport. While this guideline references legally binding codes and standards that have been adopted by the Airport, it is not of itself a code, standard or specification, but rather a guide for the design team. This guideline shall NOT be referenced in construction documents, such as "Note to contractor – Construct in accordance with the Design Guideline Manual."

PROFESSIONAL RESPONSIBILITY STATEMENT

Except as otherwise approved by Planning and Engineering on an individual project basis, the design of any and all facilities located within the boundaries of the Airport must be accomplished by a practicing professional architect and/or engineer duly licensed in the State of Florida. The professional will sign and seal his/her work. Work shall be confined to the field of practice in which the professional is duly licensed by the State of Florida to practice.

INFORMATION RELEASES

It should be noted that news releases and release of information in general are ways that the airport may keep the public informed and may maintain public

interest in and support for Airport activities. News releases shall reflect the overall activities, goals and objectives of the Airport as opposed to emphasizing an isolated event. To accomplish this, all communications to the public media must first be submitted to the appropriate controlling authority.

HANDICAPPED REQUIREMENTS

Miami International Airport intends to make facilities accessible to and usable for all persons with disabilities. All building and facilities shall be designed and constructed to provide access by personnel with disabilities. Improvements to existing facilities available to the public will require that handicap requirements are complied with for the entire facility. The design shall use the applicable state and national laws in the design of these facilities.

CONSTRUCTION AND EXISTING CONDITIONS

All new construction at the Airport will require detailed information on the source of funds to be used to pay for the costs of the proposed improvements before a permit to proceed is released. To assist the Tenant in satisfying these requirements, a form Affidavit of Funding and Certification Letter is available from the Airport.

Tenant construction shall proceed only on the basis of drawings approved by the Project Coordinator in writing. Changes made between approved drawings and actual construction will require alterations to comply with approved drawings at Tenant's expense.

Tenant Contractors are required to submit one set of construction documents to the Airport prior to start of construction to verify that construction is proceeding from a final approved set of drawings. After verification by Airport, these drawings must be used in the field.

No approval of a plan by the Airport shall be deemed to encompass any variance from this document unless the variance has been so identified in the submitted plans.

In case of any deviations between these criteria drawings and those of the Airport's Lease Outline Drawings, the latter will apply. After receiving Lease Outline Drawings and prior to starting construction, the Tenant shall provide complete working drawings and specifications for the construction of the leased premises for the Airport's written approval.

During all phases of plan development prior to the construction bidding process and/or commencement of construction, the Tenant shall make a physical on-site inspection of the demised premises or have their Tenant do so.

Tenant must verify the as-built location, conditions and physical dimensions of the demised premises and the conformance of the final working drawings. Failure to do so shall be at the sole risk and expense of Tenant.

CONSTRUCTION WALL

Each Tenant is required to install a temporary construction wall to prevent dust, noise and unauthorized access.

1. Construction wall is to be installed no more than three feet from Tenant's Lease Line.
2. Wall is to be constructed of white vinyl covered gypsum board on 3-5/8" metal studs. Mechanical attachment of metal studs to airport floor system or bulkhead is NOT permitted. Other means of securing wall must be used, i.e. double-sided tape.
3. Doors in the construction wall are to be painted wood to match vinyl gypsum board. A lock is to be provided and a key is to be given to MDAD's representative for access.
4. All signage to be placed on construction barricades must be approved by MDAD prior to installation.

SUBMITTAL REQUIREMENTS

PRELIMINARY SCHEMATIC DESIGN

(Step 2 in chart on page 38)

Tenant must submit ten copies of their conceptual design, including:

1. Key plan showing location of shop within the Airport Terminal Building.
2. Preliminary floor plans (scale $\frac{1}{4}'' = 1'-0''$) indicating interior design concept.
3. Typical interior elevations (scale $\frac{1}{4}'' = 1'-0''$).
4. Storefront elevation and section, including any graphics and signage. Indicate all materials and finishes (scale $\frac{1}{4}'' = 1'-0''$).
5. Preliminary finish schedule and materials boards.

In addition to the drawings listed above, Tenant must submit in this phase two materials samples boards, one at 20" by 30" and one at 8 1/2" by 11".

DESIGN DEVELOPMENT

(Step 3 in chart on page 38)

1. Key plan showing location of shop within the airport building.
2. Building plans – floor plans, framing plans, sections, elevations, plumbing and mechanical (including design criteria and loads), fire protection and fire detection, electrical and illumination (including tabulated loads), graphics/signing and design data.
3. Outline specifications.
4. Revised cost estimates and construction schedule.
5. Perspective rendering.

Tenant schematic and design development drawings must be approved before preparing contract documents. Prior to the start of any construction

projects on the Airport in which the applicant bids or lets the contract, the Director must approve a Tenant Construction Application.

CONSTRUCTION DOCUMENTS

(Step 4 in chart on page 38)

Construction documents are not to begin until all comments from the schematic and design development phases have been incorporated and approval from the Airport Coordinator is granted.

This phase should include the following:

1. Key plan showing location of shop within the Airport Terminal Building.
2. Floor plans ($\frac{1}{4}'' = 1'-0''$) indicating storefront construction materials colors and finishes as well as sliding door track location (if required), location of partitions and type of construction, placement of merchandising fixtures and toilet room locations indicating placement of plumbing fixtures.
3. Reflected ceiling plans ($\frac{1}{4}'' = 1'-0''$) indicating ceiling materials, various heights; location of all light fixtures, their manufacturer's name and catalog number; lamps to be used and mounting (recessed, surface, etc.); location of sprinkler heads and HVAC grilles.
4. Storefront elevation and section ($\frac{1}{4}'' = 1'-0''$), including any graphics and signage. Indicate all materials and finishes.
5. All interior elevations plus sections and details sufficient for construction ($\frac{1}{4}'' = 1'-0''$).
6. Interior finish schedule.
7. Final material samples and color chips firmly attached to 15" x 20" illustration boards. All samples and materials must be clearly labeled and keyed to the appropriate drawings. Sample boards are to be retained by the MDAD Commercial Department for reference as Tenant's construction progresses.

8. Sign details ($1 \frac{1}{2}'' = 1'-0''$) indicating elevation and section views, letter style and size, all colors and materials, methods of illumination, color of illuminate and voltage requirements. Food Tenants to include menu board details as well as proposed method of temporary signage (sales, daily or weekly specials) including location, size, materials, color, letter type and framing method.
9. Mechanical drawings, including electrical, HVAC, plumbing and sprinkler, and load summaries.
10. Drawings must indicate connected electrical loads, weights of heavy equipment, cases, etc.
11. Specifications not on drawings should be submitted on 8 1/2" x 11" paper, three sets.

The documents at this point should contain all of the revisions required prior to this submittal. They should be ready to be signed and sealed pending North Terminal and Miami Dade County Building Department approval. Once these documents are approved, signed and sealed, documents can be provided to contractors for bidding or award.

ADDITIONAL SUBMITTALS

In addition to the documents described above that are required for the permitting process, the MDAD Commercial Department requires the following Tenant submittals for their review and approval: merchandising and/or menu lists, pricing schedule, hours of operation and staffing schedule. Tenants and concessionaires that provide public seating within their establishment or in other publicly accessible areas must also provide samples of the tables and chairs for testing by the MDAD staff. These submittals must be made during the Preliminary Schematic Design phase.

RECORD DOCUMENTS

At the completion of construction activities, the Airport record documentation as required by the Miami International Airport Design Guideline Manual shall be provided.

