

Aviation

**Goal #1: Determine governance structure for MIA**

As the members of the Committee are aware, last month, a citizens' petition drive to put an aviation authority for Miami International Airport on the November referendum was suspended by the originators of that effort. At this time, there is nothing further to report on this matter.

**Goal #2: Expediting the Capital Improvement Program**

**Status:**

Effective communication between MDAD, stakeholders, state and federal regulatory agencies, other County departments, building trades and engineering / architectural community continues to be the key to successful implementation of the CIP.

Of the \$4.8 billion CIP, \$1.4 billion has been completed including the new Runway, Central Collection Plaza and two new Fire Rescue facilities. Six new Gates in the D-Extension area of the North Terminal were completed and opened for operations in April 2004. Three additional Gates (D47, D49 and D51) were anticipated to open in mid August 2004, but the facility failed the smoke evacuation test. This may cause a delay in the opening dates for these gates. Projects in construction phase total approximately \$2.8 billion and include North Terminal Development, South Terminal Development, Central Chiller Plant, Midfield Apron Taxiway Improvements, Miscellaneous Security Improvements, and Total Airport Management Systems (TAMS) INCLUDING Common Use Terminal Equipment (CUTE), Airport Operations Information Systems (AOIS), Building Management Systems (BMS), Premise Distribution System (PASI).

North Terminal Program schedule has slipped and its current cost estimate exceeds the approved budget. Discussions between American Airlines, the County Manager and the Aviation Director are ongoing. The duration of County's consultant selection process continues to be a challenge and needs attention to reduce it.

During the Fiscal Year ending on September 30, 2003, \$516 million dollars worth of CIP related design, construction, and quality assurance activities were completed and paid for by MDAD. The pace of CIP implementation is projected to be approximately \$50 million per month through the end of the year 2005 creating approximately 3400 jobs.

**Goal #3: Bring final resolution to the noise problem**

**Status:**

MIA's aircraft noise mitigation program continues with progress on many fronts:

- Completed Phase 1 of the draft Environmental Assessment (EA) for Operational Procedure changes at MIA. FAA has determined that the data needs to be rerun. MDAD disagrees with FAA determination. MDAD has forwarded a letter to the FAA Regional Administrator in Atlanta expressing our disagreement with the FAA's determination and requesting that the proposed operational changes be approved as

written.

- Phase 2 of Operational Procedure changes to begin upon FAA approval of Phase 1.
- Produced School Noise Insulation Program (SNIP) report. Meeting set to discuss SNIP with Deputy Director.
- Implementing Noise Mitigation Procedures at Opa-locka Airport (OPF) that were outlined in the EA. The EA was a joint effort between MDAD and the Noise Abatement Task Force for OPF.
- MDAD, in conjunction with the County Attorney's Office, Planning & Zoning Department and the School Board is re-writing the Draft Airport Zoning Ordinance for MIA. This is being done in response to a resolution approved by the BCC on 7/13.
- Site selection and installation work continues on six additional Permanent Aircraft Noise Monitors around MDAD operated airports. Due to difficulties in obtaining permission from Miami-Dade Parks Department as well as the School Board we have contacted the Public Works Department for assistance. Permit has been obtained from the City of Opa-locka; we will be installing monitors at this location next.
- MDAD is very concerned over the proposed placement of a Charter School (Doral Academy Two) one-and-a – half miles off the western end of MIA's most northern runways. Under MDAD 's proposed operational procedure changes (EA) this school, if constructed, will be beneath every southbound departure from the northern runways. MDAD continues to oppose this development.

Continue to evaluate the Part 150 issue. Presentation on the 150 process pros/cons will be given to the NATF-MIA in two months

**Goal # 4: Reversing the passenger traffic lost by making significant in-roads into new markets, including low-fare carriers, Europe, Africa, etc.**

**Status:**

**Low-cost carriers:**

Presentation:

- To one domestic low-cost carrier in September 2003. Follow-up continues.
- To second low-cost carrier conducted in November 2003. Follow-up continues.
- To third low-cost carrier conducted on March 15, 2004. Follow-up continues.
- To fourth low-cost carrier scheduled for July 14, 2004.

As a result of the Commission-directed study on competition for low-cost carriers, MDAD is developing a fuller game plan.

**Europe:** Presentations were conducted to carriers in Ireland and Belgium in June 2003. Follow-up continues. Irish carrier has indicated interest in a Florida destination, but is still limited by ongoing discussions on the US/Irish bilateral treaty, which limits US access.  
**Belgium:** No change in status.

New presentations were delivered to air carriers in the United Kingdom and in Finland in June 2004. Follow-up has commenced.

**Middle East:** Presentation conducted to major Middle East carrier on December 3, 2003.

Follow-up has commenced. Additional presentation materials forwarded to carrier in June 2004.

**Africa:** Individual presentations were conducted between February and June 2003 to airlines in Senegal, Kenya, Nigeria and South Africa.

Status of the African studies is as follows:

**Senegal:** Private airline interested in Miami service is pursuing financing in order to wet-lease aircraft for the route. No change in status.

**Kenya:** Nation is under a Category II rating by the FAA. Cannot initiate new service to the US until a Category I rating is achieved. Government is pursuing this goal with the FAA for upgrade in 2004. No change in status.

**Nigeria:** There is interest in Miami from three private airlines. Nation is also under Category II restraints and needs to pursue FAA upgrade for its airlines to fly to the US. No change in status.

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**South Africa:** Follow-up work and dialogue continues. Additional requests for information and data sent to carrier during March and April 2004.

**Asia:** Presentations to airlines in China and Hong Kong were conducted in May 2004; follow-up has commenced. Additional information requested from and forwarded to Hong Kong in June and July 2004.

## **Issues Affecting Visitor Entry into the United States**

### **Machine Readable Passports and Visa Waiver Program**

- The Visa Waiver Program (VWP) allows citizens from 27 countries, including Great Britain, France, Germany, Japan, and Australia; to come to the U.S. as temporary visitors without having to obtain a visa, as is normally required to enter the U.S. The 2002 Border Security Act required that no later than October 26, 2004, the governments of the VWP countries must certify that they have programs to issue their nationals machine-readable passports that are tamper resistant and incorporate biometric identifiers. The deadline for including biometric identifiers will be extended by one year and legislation to do so is pending in Congress. The machine-readable passport deadline is still in effect.
- Customs and Border Protection officials have said they do not anticipate the need to extend the machine readable passport deadline, but airlines and airports are concerned that in the event that visitors from VWP countries are unable to obtain a machine readable passport, they will be forced to obtain visas which the State Department has already indicated would be problematic to issue in large numbers and in a short period of time. There is also the question of families or groups traveling together where some members of the group do not have machine-readable passports while others do. This will create confusion at the point of entry and potentially discourage travel to the United States.

- Legislation may be introduced in Congress to extend the machine-readable passport deadline if it appears that there will be difficulty in implementation.
- Visa Waiver Program Countries:

<b>Andorra (MRP)</b>	Iceland	Norway
Australia	Ireland	Portugal
Austria	Italy	San Marino
<b>Belgium (MRP)</b>	Japan	Singapore
<b>Brunei (MRP)</b>	<b>Liechtenstein (MRP)</b>	<b>Slovenia (MRP)</b>
Denmark	Luxembourg	Spain
Finland	Monaco	Sweden
France	The Netherlands	Switzerland
Germany	New Zealand	United Kingdom

{MRP} = Already required to have MRP

#### Biometrics and Machine Readable Passports

- The Bush Administration has asked Congress to delay the deadline by which passengers entering the U.S. from the 27 Visa Waiver Program countries have Machine Readable Passports (MRPs) *with* biometric identifiers, from October 26, 2004 to December 2006.
- The Administration stated that because of interoperability, privacy and chip production and procurement issues, the deadline could not be met by most of the VWP countries. Also, the State Department would have to process an additional 5 million visas next year alone, if the deadline is not extended.
- Additionally, the U.S. Department of Homeland Security announced that it will begin processing VWP country visitors using US-VISIT—fingerprinting and photographing at point of entry — beginning by September 30, 2004, at air and sea ports of entry.
- Currently, only people from non-VWP countries are processed through US-VISIT.
- H.R. 4417, a bill to delay the biometric deadline one year to October 2005 was passed by the House and has been sent to the Senate where it is pending but most likely will be passed to accommodate the extension.
- The deadline extension only concerns the biometric portion of the machine-readable passport, and therefore visitors from VWP will still be required to have a machine-readable passport on October 26, 2004.