

**Aviation Department**Supplement to  
Agenda Item No. 1(E)1**Goal #1: Determine governance structure for MIA**

September 20, 2004

**Status:**

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, \$1.5 billion has been completed including the new Runway, Central Collection Plaza, two new Fire Rescue Facilities and several improvements within the existing MIA Terminal. 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).

Six new Gates in the North Terminal, D-Extension area were completed and placed in operation in April 2004. Three additional Gates (D47, D49 and D51) were opened in early September 2004. Existing Concourse-B Gates are being de-commissioned during the month of September 2004 and after selective salvage of equipment and materials, this Concourse will be demolished in early 2005. Overall 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 to establish a firm budget/schedule and most appropriate procurement strategies for the remaining contracts. 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. The FAA has

in turn not agreed with our position and will require MDAD to provide additional information. A letter to the FAA requesting they tell us exactly what they want us to do has been prepared.

- Phase 2 of Operational Procedure changes to begin upon FAA approval of Phase 1.
- 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 continues to work with the County Attorney's Office, Planning & Zoning Department and the School Board in fine-tuning the Airport Zoning Ordinance sponsored by Commissioner Diaz. This MIA Zoning Ordinance was approved on First Reading by the Board on July 13, 2004 and is scheduled for public hearing before the Governmental Operations and Environment Committee on September 14, 2004 and the Transportation Committee on September 20, 2004.
- 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 and are process of installing the Monitor. Additionally a Monitor is being installed within the RPZ for RWY 12/30 on the west side of the airport.
- MDAD is very concerned over the proposed placement of a Charter School (Doral Academy Two) one and one-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. The proposed school would be located in an industrial park serving airport users and the associated traffic and school speed zones would be incompatible with commercial traffic. 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 October.

**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: Presentations:

- To one domestic low-cost carrier in September 2003. Possible Spring 2005 service start-up has been indicated. Follow-up continues.
- To second low-cost carrier conducted in November 2003. Second visit took place July 2004. Follow-up continues.
- To third low-cost carrier conducted on March 15, 2004. Follow-up continues.
- To fourth low-cost carrier conducted July 14, 2004. Possible Summer/Fall 2005 service start-up in discussion stage. Follow-up continues.
- To fifth low-cost carrier is being planned for November 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. 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. Follow-up meeting scheduled for September 2004.

New presentations were delivered to air carriers in the United Kingdom and in Finland in June 2004. Finnish carrier to start seasonal service at MIA in December 2004; may consider year-round service thereafter. Follow-up continues.

Presentation to Polish airline scheduled for September 2004.

Due, in part, to the success of the new ITI process, Martinair has decided to proceed with its hub development starting October 31<sup>st</sup>. We have scheduled a celebration for November 17<sup>th</sup>.

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 and follow-up correspondence took place in July 2004.

Two additional Middle East carriers are scheduled for presentation during September 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.

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

Asia: Presentations to airlines in China and Hong Kong were conducted in May 2004; follow-up has commenced. Follow-up discussions took place with Chinese carrier's Los Angeles office in June 2004. Additional information requested from and forwarded to Hong Kong carrier in

June, July and August 2004, along with frequent correspondence. Two additional presentations are scheduled for September 2004 to carriers from Japan and Taiwan.

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 issue their nationals machine-readable passports that contain biometric identifiers. The deadline for including biometric identifiers has been extended by one year to October 2005. The machine-readable passport deadline is still in effect for October 26, 2004. Bureau of Customs and Border Protection (CBP) officials have said they do not anticipate the need to extend the machine-readable passport deadline.

Visa Waiver Program Countries:

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

{MRP} = Already required to have MRP

VWP, US VISIT and CBP Staffing

Customs/CBP at MIA continues to have the longest wait time among airports for processing passengers entering the U.S. Additionally, beginning on September 30, 2004, CBP will begin processing Visa Waiver Program (VWP) country nationals into U.S. VISIT, the automated entry-exit system designed to record the arrival and departure of foreign nationals, verify their identities, and authenticate their travel documents through comparison of biometric identifiers.

Currently, VWP nationals are not required to be processed into the U.S. VISIT system. MDAD is concerned that the requirement to add U.S. Visit processing for the 3,000 daily VWP passengers will exacerbate the long lines and congestion at MIA Customs which, as stated, already has the longest wait time at any airport in the country. MDAD will monitor the integration of VWP nationals into the US-VISIT program to assess the feasibility of CBP's staffing level at MIA, and possible mitigation measures, if warranted.