

THE FUTURE OF AVIATION BECOMES A REALITY



UNDER THE AUSPICES
OF THE
DADE COUNTY PORT AUTHORITY

Alan C. Stewart, Director

Richard H. Judy, Deputy Director

William L. Cleveland, Assistant Director

The Honorable Claude R. Kirk, Jr.

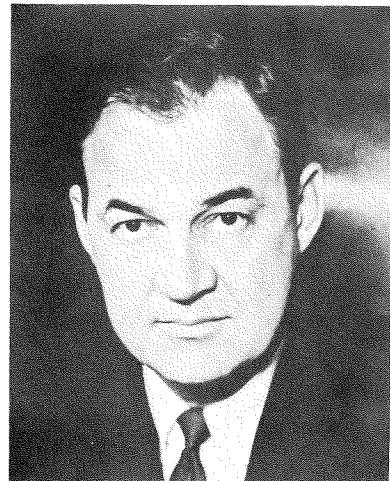
GOVERNOR OF FLORIDA

"In a shrinking world that is now so small . . . aviation is no longer merely a means of travel and transport, or even just a sense of communication. In a very real sense, aviation has become the world."

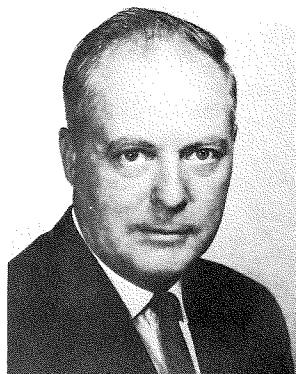
"What ships did almost exclusively a generation ago, planes do today and . . . although deep water ports are still valued strategic assets, it is airports--literally the ports of the air--the harbors of the aviation industry--that have become the new strategic locations."

". . . In the rapidly coming age of the supersonic jet, South Florida will solidify its position as the gateway to Latin America, and with our new supersonic jetport, South Florida is going to become a major gateway to Europe, and a jumping-off place for the Pacific as well."

"The jetport we are beginning to build today will place us into position to be one of Americas great ports--for people and for goods. This is a significant day for South Florida--and for all Florida--for we are about to become one of the world's front doors."



CLAUDE R. KIRK, JR.



James G. Rogers

DIRECTOR, SOUTHERN REGION
FEDERAL AVIATION ADMINISTRATION

James Rogers is a veteran pilot having served as a B-17 bomber pilot with the 8th Air Force during World War II and currently holds a commercial pilot's certificate with single, multi-engine land ratings and single-engine seaplane rating.

Following the war, he joined the former Civil Aeronautics Administration in the electronics field. However, it was not long before he was actively engaged in the flying aspects of aviation, entering air traffic control in our northern-most state of Alaska, and advanced through many responsible positions.

Mobility has been the companion of progress in Rogers' career. In 1956, he moved from Alaska to the Washington headquarters, then on to Miami as Air Traffic Area Supervisor. When the FAA made the decision to establish a new regional headquarters to keep pace with the soaring growth of aviation in the southeast, "Jim" was included in the administrator's small task force of key FAA officials to establish the new regional operation.

Jim Rogers was then named Air Traffic Division Chief for the new region. In 1963, the administrator named him Director of the Alaskan Region. He remained there for two years until the administrator called on him to "go south" to take the helm of the southern region, the position he now holds.

As Regional Director, Rogers is responsible for all FAA programs and activities in the seven southeastern states, the Caribbean, Canal Zone and Central and South America.

Groundbreaking Ceremonies

SOUTH FLORIDA'S NEW SUPERSONIC JETPORT

DADE AND COLLIER COUNTIES, FLORIDA

WEDNESDAY, SEPTEMBER 18, 1968 - 11:30 A. M.

Presiding: Chuck Hall, Mayor

Metropolitan Dade County and

Chairman, Dade County Port Authority

INVOCATION The Reverend Albert R. Schmidt

WELCOME AND INTRODUCTION OF HONORED GUESTS Alan C. Stewart
Director, Dade County Port Authority

INTRODUCTIONS AND PRESENTATIONS Chief Buffalo Tiger
Chairman, Miccosukee Tribe of Indians of Florida

Mayor Chuck Hall

Craig Timmerman

Commissioner Les Whitaker

Max H. Bard

George Borsari

James Rogers

William McGill

Paul Boatman

Alan Stewart

REMARKS James G. Rogers
Director, Southern Region, Federal Aviation Administration

REMARKS Craig F. Timmerman
Air Transport Association of America

REMARKS Alan S. Boyd
Secretary of Transportation
(From Washington, D. C.)

CEREMONY OF GROUND BREAKING

Adjournment to John Tiger Poole's Village for Picnic Lunch, hosted by Capeletti Bros., Inc.

THE DADE COUNTY PORT AUTHORITY is grateful to the following agencies and organizations, among many others, for their valuable assistance with today's program:

Miami-Metro Dept. of Publicity and Tourism

Howard, Needles, Tannen and Bergendorff

Miccosukee Tribe of Indians of Florida

Florida State Highway Patrol

Aviation and Space Action Committee,

Greater Miami Chamber of Commerce

Metropolitan Dade County Parks and Recreation Dept.

Capeletti Bros., Inc.

Federal Aviation Administration

Greater Miami Traffic Association

Red Top Limousine Service

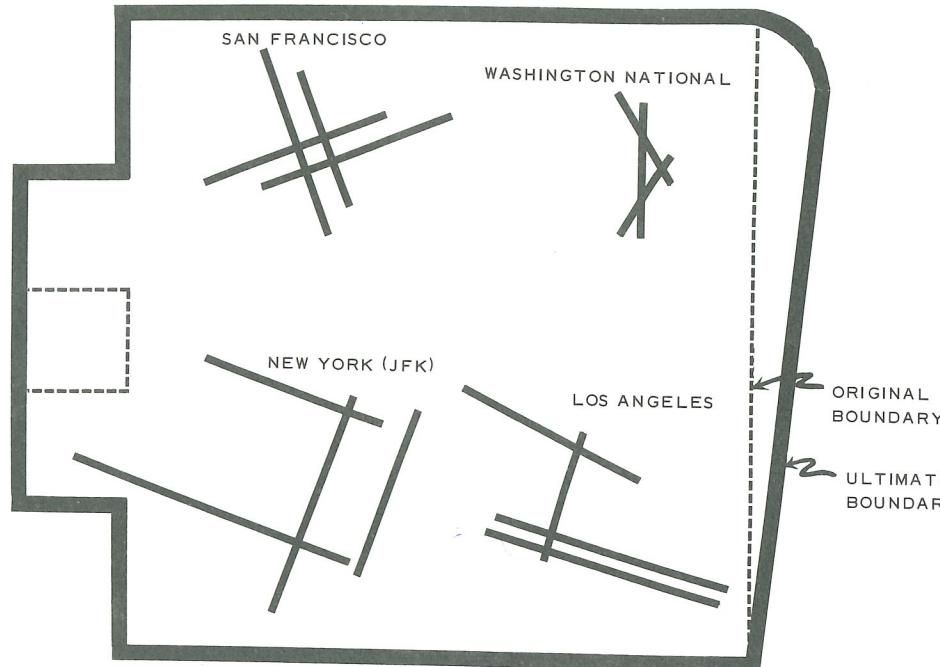
Dade County Citizens Aviation Advisory Board

Metropolitan Dade County Dept. of Public Works

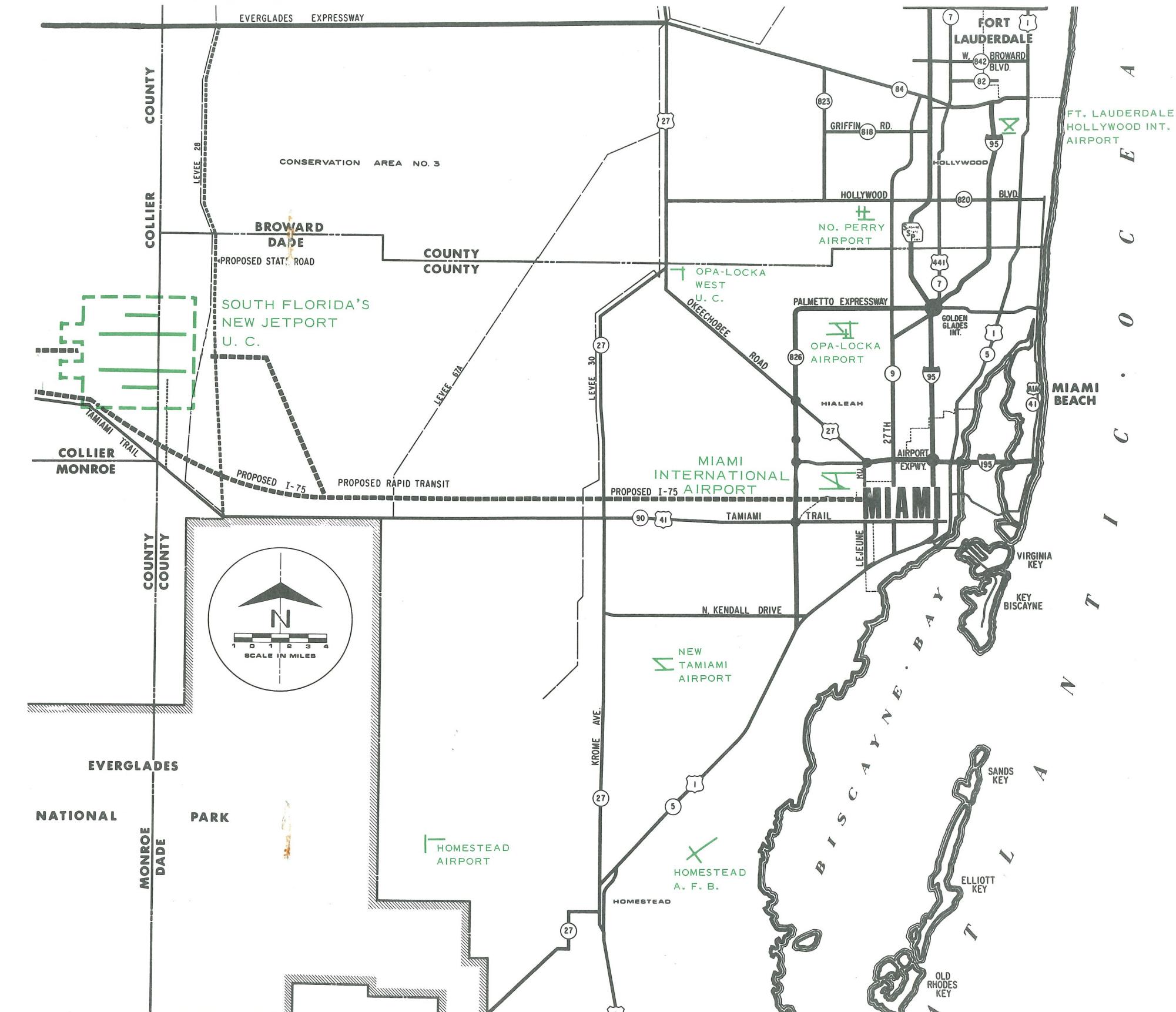
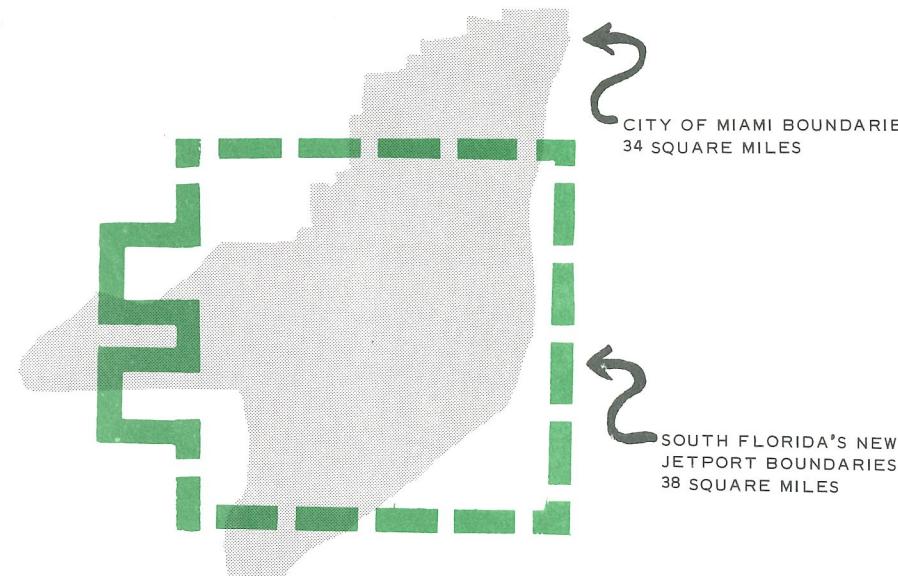
The Air Transport Industry

SIZE COMPARISONS

FOUR OF THE NATION'S LARGEST AIRPORT RUNWAY SYSTEMS
WOULD FIT WITH ROOM TO SPARE:



CITY LIMITS OF MIAMI VS. JETPORT BOUNDARIES



The Indians Greet The Jet Age

South Florida's new Jetport, opening the door to the supersonic age, will make old Indian hunting grounds the new hub of the hemisphere's travel network.

Miccosukee warriors of the 19th Century fought to defend their land from the encroachments of civilization. Courageous and determined fighters, they sided with the British during the American Revolution.

Ill feeling that lingered on led to two Seminole Wars, and such historic conflicts as the Dade Massacre, the Battle of Withlacoochee, the Big Wahoo Swamp Battle and the Battle of Okeechobee.

The wars left the proud Miccosukee and Seminoles in control of their Everglades home. It was during this period that the martyred Osceola made his mark on history as a warrior patriot.

The Miccosukee are now in step with the 20th Century. They have modern conveniences such as cars, appliances and televisions--but have retained their proud and richly colorful heritage.

"My people will lose a hunting ground," said Chief Buffalo Tiger, Chairman of the Miccosukee Tribe, "but in the long run the Jetport will do them a lot of good. My people will be strong enough to benefit from this growth."

CHIEF BUFFALO TIGER



CHIEF BUFFALO TIGER

Chief Buffalo Tiger, Chairman of the Miccosukee Tribe of Indians of Florida, faces many complex problems as leader of his people. It is continuing job to see that his people join in the rapid progress of the 20th Century, grow and develop--but retain their own language, culture and heritage.

Mr. Tiger began working for his tribe as a spokesman for the chiefs and medicine men in 1954. When the Miccosukees adopted a constitutional form of government in 1962, he was elected Chairman of the Tribe--unopposed. In 1965 and 1968 he was re-elected to additional three year terms.

Education has been Chief Tiger's most versatile tool in bringing his people into the 20th Century. The self-educated chairman insists that his people have the opportunities he was deprived of when the tribe was isolated.

Schools on the reservation teach Indian children about modern society, citizenship both as Americans and members of their tribe, and their own language, crafts and history. Tiger's other important contribution since taking office is to provide employment in tribal owned stores for all who need it--virtually eliminating unemployment among the Miccosukees.

Dade County Port Authority



MAYOR CHUCK HALL
Chairman



EARL M. STARNES
Vice Chairman



EARL J. CARROLL
Commissioner



ALEX GORDON
Commissioner



HAROLD A. GREENE
Commissioner

The Dade County Commission was vested with the powers of a Port Authority by an act of the Florida State Legislature in 1945, and on Sept. 14, 1945, the Dade County Port Authority was established.

The Dade County Port Authority is empowered to acquire, build, operate and maintain airports and other projects including all necessary facilities incidental and auxiliary to such projects.

Facilities currently being operated by the Authority are:

Miami International Airport, a major world air travel center located six miles from downtown Miami--making the area the "Gateway to the Americas;" Opa-locka Airport, which was the nation's busiest in 1967; New Tamiami Airport, Homestead General Aviation Airport and the Venetian Causeway.

Alan C. Stewart, Port Authority Director, and the man responsible for administering the facilities and 350 employees of the agency, had a fine background for his present post.

A former pilot, ground instructor and air traffic control chief, Stewart joined the Port Authority in 1946, and rose through the ranks to become its director in 1959.

A measure of Stewart's efficiency is his insistence that no tax money has been required for the Port Authority operations since 1953 and that none shall be used. Taxes were last required for this purpose in 1953; since that time the Authority has operated in the black without recourse to its taxing power.

The immediate future for the Authority includes plans to assume a much greater share of the European travel load of New York's overworked John F. Kennedy International Airport--making Miami a "Gateway to Europe" as well as "Gateway to the Americas."

With the addition of the new Jetport, South Florida will graduate from "air hub of the hemisphere" to enhanced status as one of the world's great travel crossroads.



R. HARDY MATHESON
Commissioner



THOMAS D. O'MALLEY
Commissioner



ARTHUR PATTEN, JR.
Commissioner



BEN SHEPARD
Commissioner



ALAN C. STEWART
Director

THE NEW SUPERSONIC JETPORT -- "A FOOTHOLD ON THE FUTURE"

BY ALAN C. STEWART, DIRECTOR, DADE COUNTY PORT AUTHORITY

The clearing of this site is the beginning of a bold, new concept in aviation history. Soon to take shape out of the centuries-old Indian hunting grounds will be a hub for gigantic supersonic flying machines, and a haven for their globe-girdling patrons.

The project--gigantic in itself, covering 38 square miles--expresses an idea for the aviation industry of the future, as envisioned by the advanced thinking of Dade County's Port Authority. At the same time, an immediate important need will be fulfilled.

In the future, the Jetport will be of major import to the community, its great financial impact gathering in all of South Florida. The nation and Western Hemisphere, as well, soon would become enveloped by the facility's compelling economic vortex.

This, then, is to be the future of aviation in South Florida.

The immediate relief of Miami's International Airport, however, is of initial concern in building the new Jetport.

Some 160,000 to 200,000 annual plane movements--comprising 42 per cent of MIA's traffic -- are training and transition flights. These "training" flights are not the little single-engine planes hop-scotching around a traffic pattern. They are the big ones--the 707's, DC-8's, 727's and the still to fly 747's, airbuses and supersonic types--that require miles of runway and airspace to train and familiarize airline flight crews.

As that traffic moves to this new facility, MIA's imaginary "saturation point" will move at least 15 years into the future. And of particular importance, a greater margin of safety is provided regular flights arriving and departing MIA because of vastly decreased congestion.

Finally, a "foothold on the future" is gained in the swampland, giving the Dade County Port Authority a decade's start over most other aviation-oriented areas.

It has been the experience of progress-riddled port authorities that the future in aviation, in nearly every case, has arrived years before the calendar showed it. That is, an airport planned 20 years ahead seldom had room remaining for growth after 15 years, or less.

South Florida's new Jetport, however, is planned far beyond its original concept as a training facility, for any foreseeable future growth.

The mere size of the new Jetport is staggering. Note on page four the 38 square miles of area compared to the entire City of Miami's 34 square miles. Also, shown to scale within the Jetport boundaries are the runway configurations of four of the nation's largest airports--with room to spare. It should be noted here that the Dade County area is well endowed with airports, and the Port Authority is in the process of building yet another, shown as "Opa-locka West," all built without using Dade County taxes and through paying its own way.

The ultimate plan calls for two three-mile (15,000 feet) runways, and two six-mile (30,000 feet, or four staggered 15,000 feet) runways. Only the progress of aviation and the requirements of the air travel and cargo industries will tell how much of the ultimate plan will resemble the original concept.

The important point is that the land is available, and is owned by the Port Authority. Where else anywhere near a metropolis is there this much land available for an airport? And if it were available, an interesting comparison in values shows that the Dade County Port Authority can construct one of the mentioned six-mile runways for about what it would cost the New York Port Authority to build a five-thousand-foot runway.

A unique ground transportation corridor is planned, too, which calls for an 800-foot right-of-way stretching from the east coast to the west coast of Florida through the center of the Jetport.

This corridor will be used for conventional vehicular and rail traffic and will serve electronically controlled, high-speed automobile traffic and will have provisions for water transportation and the "hover-craft" type of traffic in the air space just above.

This plan was given a tremendous boost when Governor Claude Kirk pledged the cooperation of his own office and the State Road Board to join with federal agencies to work toward this end.

The first stage of the overall project, begun in September, 1968, is an access road from US 41, (Tamiami Trail), north to the western end of the first runway, and eastward down the two miles of the runway centerline. This contract was awarded to Miami's Capeletti Brothers, Inc.

The second phase will be the construction of the first runway complete with full Category II instrument landing system. Initially it will be 10,500 feet long. The first aircraft should touch down about July 1, 1969, with instrumentation available about October 1, 1969. All runways at the facility are presently planned to be East-West in direction.

The design of the facility was done by the architectural firm of Howard, Needles, Tannen and Bergendorff.

The new South Florida Jetport is designed to accommodate even the most optimistic projections of the future needs of aviation--even to the era of space travel, for there will be room for gantries if required.

When the runway-gobbling, supersonic transports of the future are an everyday sight, and aircraft capable of carrying 1,000 passengers or more are jamming the world's air terminals, South Florida will be ready.

And so, the virgin, primitive cypress swamp, in a single step, straddles thousands of years into the ultimate future of flight--to the limits of man's ability to probe the Universe.

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