

# Airport Showdown

In going to Washington with a demand that Dallas be given either equitable treatment at the Midway Airport or else be permitted to retain Love Field as its municipal port, the delegation from this city is taking the only course open to it. The alternatives before Dallas are the insistence on a square deal in one of these two forms, or else permanent handicap in its development as a center of aviation.

On the eve of the hearing it is not amiss to review briefly the development of the issue:

1. Though Dallas has always furnished much more than half of the twin-city air patronage, it has from the beginning been willing to co-operate in establishment of a midway port without seeking advantage. The record will sustain this.

2. Dallas did not quibble over the fact that the airport would be entirely in Tarrant County.

3. An agreement was reached for a midway airport and the Mayor and City Council of Dallas supposed that the problem was settled.

4. Without the knowledge of the City Council of Dallas which is responsible to the taxpayers of Dallas for the big investment at Love Field, the agreement was repudiated and the plans changed to favor Fort Worth.

5. The new plan with the gateway facing Fort Worth (a) takes the passenger station and administration building off the new Dallas-Fort Worth highway, (b) requires the expenditure of someone's public funds to construct a new road leading directly toward Fort Worth, (c) deprives Dallas of direct access to the main gateway under any circumstances and practically cuts off access unless there is still more useless expenditure of public money to build a tap road, and (d) requires, because of nature of terrain, greater expenditure for installation of the west gate and puts passengers to greater inconvenience.

Dallas has never wanted anything but an even break in the establishment of the new airport. Dallas is going to have an even break and it is going to keep fighting until it gets one. While the government must give approval to plans for the airport, the airlines that will construct the buildings will be primarily responsible for the final decision as to the location of the gateway at the Midway field. The new port is being constructed presumably on the theory of "necessity and convenience" to the public. The Dallas public will insist that the new airport be what its name implies through the honest application of this principle.