



THE SECRETARY OF COMMERCE

WASHINGTON

OCT 28 1943

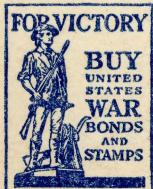
Dear Amon:

I have your letter of October 9 with enclosures giving the latest publicity associated with the Midway Airport situation.

You probably know that the City of Dallas prepared a set of resolutions outlining the conditions under which they would be willing to enter into cooperation in the further development and use of Midway Airport. Copies of these resolutions were sent to the airlines and the Civil Aeronautics Board in addition to us, so an unofficial conference was held by the representatives of the organizations to which copies were sent, to consider the various statements. Many of the conditions specified were those over which the CAA has no jurisdiction so, of course, it was not possible to commit the Government to the resolution.

As you may have observed, the airlines have been somewhat reluctant to state their views on the points in controversy between the two cities obviously because of a desire not to give offense to one group or the other. However, at this conference they made it clear that they were vitally interested in the maximum development of this tract as a highclass scheduled air transport airport which would give maximum service to the two cities, would serve as a main fueling and service stop on transcontinental runs, and as an important junction and transfer point between the various airlines involved. It then seemed that the most important feature was to sketch out the ultimate development of the landing area to handle the maximum number of flights and thereby determine what space would then be available for building requirements to make maximum use of the airport. We worked out an airport runway and building layout, as you can see on the enclosed sketch, which makes it possible to install an administration building at either of two locations along Highway 183, and hangars, shops and other structures at both ends of the airport tract. The logical development plan would be to extend the existing runways to the full length possible and then commence to "double track". Of course the present runways, already partly constructed, took advantage of the best terrain so that they could be built with the lowest cost and greatest speed. It is inevitable that their extensions and the parallel runways will have to be laid out on less favorable areas and will, therefore, cost more per unit than the work done initially.

Inasmuch as the airport management and the commercial operators will have to foot the bills for the necessary structures, it seems that



they should be the ones to decide where the various structures should be located in order to obtain maximum utility. However, since the runway layout will not be affected by the choice of building locations, we now are in a position to proceed with such additional runway construction as may be found necessary in connection with the war effort, with assurance that it will not adversely affect the eventual location of the buildings and general utility of the airport.

I hope the folks of Dallas and Fort Worth and the airlines can get together and carry forward to successful conclusion a development which will mean so much to future efficient air transport service to these communities and north Texas.

Sincerely yours,

Ernest G. Jones
Secretary of Commerce

Mr. Amon G. Carter, President,
Fort Worth Star-Telegram,
Fort Worth, Texas.

Enclosure

