

Love Field Super Port Is New Plan

Expansion of Love Field to a super airport with federal aid in a program that may entail the expenditure of from \$5,000,000 to \$6,000,000 for additional land and improvements was under consideration by city officials a Saturday.

Earlier in the week the city received a report that development of a super airport southeast of Dallas in the Lake June area would cost more than \$15,000,000.

A super airport was recommended in the aviation section of the master plan made several days ago by Harland Bartholomew and Mayor Woodall Rodgers said a Saturday that the trend among city officials and civic leaders was swinging strongly in favor of using Love Field as the basis for development.

Mayor Rodgers was in close conference with high federal officials Saturday regarding the possibilities of the further development of Love Field and he said the results appeared encouraging.

Much Work Already Done.

Several weeks ago city councilmen told the War Department that Dallas would buy more land for Love Field as long as it was needed for aviation purposes and the government was willing to supply such improvements as runways. Since then the city has acquired additional land almost every week and vast improvements have been made in widening and extending principal runways.

Acting City Manager V. R. Smitham said Saturday that plans are being discussed for a long range program calling for parallel runways on the north-south and northwest-southeast routes, the principal ones used at Love Field, and for extension of the principal landing strips to at least 6,000 feet.

"We are giving much thought to the super airport needs of Dallas," Mayor Rodgers said, "but we also are thinking more and more about the possibility of expanding Love Field into such a project.

Assured of Federal Aid.

"Those who have studied it believe it would be much cheaper and much closer to the patrons, and also it is the only airport project on which we have been assured of federal aid for improvements."

Smitham said the plans call for eventual removal of many structures on Hangar Row at Love Field because federal regulations make it necessary to clear all obstructions within 750 feet of the center of runways. Such an order, when parallel runways have been installed, would mean Hangar Row would have to be cleared and many homes and industrial properties around the field would have the same fate.

Smitham also said there is a possibility that Lemmon Avenue would be closed and that the administration building be relocated along the south side of the airport.