

K File
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Mr. W. O. Jones
City Manager
City of Fort Worth
Texas

Dear Mr. Jones:

We know that the City of Fort Worth has recognized the inadequacy of Meacham Field for future air transportation purposes and that the City has acquired approximately 2200 acres of land about 8 miles south of Fort Worth on which they intend to develop an adequate municipal airport. It is with this realization that we would like to submit a proposal for your consideration.

The Midway Airport Corporation is a wholly owned subsidiary owned jointly by American Airlines and Braniff Airways, and through this subsidiary corporation approximately 966 acres of land were acquired several years ago for the purposes of developing a Class IV air transport airport. Through certain conveyances a portion of this land was vested in the City of Arlington, and this City, acting as a sponsor, interested the CAA in developing certain navigational facilities thereon and said airport has been in limited use for some time. The principals of Midway Airport Corporation now wish to call to your attention the strategic location of this site with the hopes that the City of Fort Worth will investigate its possibilities and consider substituting this site for the one proposed south of town.

From the advice of the most capable airport engineers it appears that a modern, dual runway pattern, Class V airport can be developed at this site through the use of approximately 1350 acres of land, and a substantial part of the improvements already established there can be utilized in the new airport. Therefore we submit to you for your consideration the following proposal.

A. The Midway Airport Corporation will convey to the City of Fort Worth the property held exclusively by the Corporation and will use their influence to see that the City of Arlington reconveys to the City of Fort Worth certain lands previously transferred to them by Midway Airport Corporation, the total of such lands being the 966 acres previously mentioned.

B. The principals of the Airport Corporation are willing to acquire approximately 273 additional acres which lie south of the present boundary, namely the Pipeline Road, and runs south to the north boundary of the C.R.I. & G. Railroad right-of-way. With these combined properties of approximately 1240 acres it would be possible to develop the first two stages of the airport. The first stage which could be developed without the acquisition of the property south of Pipeline Road would permit three runways, two 5500' in length and one 6600' in length. The second stage would permit the extension of these runways whereby you could have one at 6600', one at 7000', and one at 8000'. When the final stage was needed it would only be necessary for the City of Fort Worth to acquire 105 acres which joins this property on the east and then the parallel pattern airport could be developed permitting two runways of 6600', two at 7,000, one at 6100' and one at 8000'.

Braniff Airways and American Airlines, as principals of the airport corporation, are willing to permit Delta Air Lines to secure a proportionate equity in the property and if the City of Fort Worth is interested in accepting this site the three principals of the corporation will convey, or cause to be conveyed, the 1240 acres to the City absorbing the cost of such properties as prepaid rentals for site areas which will be used for the establishment of hangars, shops, office buildings, parking areas, and other exclusively owned facilities for the conduct of air transport. The principals, through such grant to the City, would expect

the City of Fort Worth to -

1. Develop a master plan for this site, and in stages or through combined stages, construct and operate a Class IV or better airport.
2. To negotiate a lease establishing the activity fees for a suitable period of time to be agreed upon and negotiated at fair and reasonable rates.
3. To construct and operate a terminal building in the name of the City, or to permit a terminal corporation satisfactory to the principals to accomplish the project.
4. To accept the responsibility of rerouting the power lines and other utility lines and for the closing or rerouting of the present Pipeline Road.
5. To negotiate with the principals for the location, size, term and rentals of the sites adjacent to and connected with the ramps, taxiways, and utilities of the airport for which prepayment has been made through the costs of the land heretofore mentioned.

This proposal is made in general language for we realize that specific understandings would have to be negotiated between all parties, however we do want to re-emphasize the strategic importance of this site over the site now acquired south of town. We believe that the east side location will conveniently serve the most people; will attract the most transportation; will fit better into the national pattern of airways and airports; will bring more

national and international prestige to the City of Fort Worth; will attract more permanent tenants for hangars, shops and operating facilities; will eliminate the cost of substantial land acquisition; and can be developed, stage by stage, as cheaply as the south side site.

We would appreciate your keeping this proposal in the confidence of your council and until such time as the principals have had an opportunity to confer with you, however I would appreciate your letting me know your general reaction to the proposition, and we will have the representatives of the airlines meet with you at your convenience.
