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# GRAND PRAIRIE, TEX., AIRPORT

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## HEARING

BEFORE A

SUBCOMMITTEE OF THE

COMMITTEE ON

INTERSTATE AND FOREIGN COMMERCE

HOUSE OF REPRESENTATIVES

EIGHTY-EIGHTH CONGRESS

FIRST SESSION

ON

**H.R. 6254**

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BILL TO AUTHORIZE THE CONVEYANCE OF CERTAIN REAL PROPERTY OF THE UNITED STATES HERETOFORE GRANTED TO THE CITY OF GRAND PRAIRIE, TEX., FOR PUBLIC AIRPORT PURPOSES, CONTINGENT UPON ACCEPTANCE AND APPROVAL BY THE DIRECTOR OF AIRPORTS, FEDERAL AVIATION AGENCY, AS PROTECTOR OF THE INTERESTS OF THE UNITED STATES, AND TO CONVEY TO THE UNITED STATES CERTAIN REAL PROPERTY NOW USED FOR PUBLIC AIRPORT PURPOSES

MAY 15, 1963

Printed for the use of the  
Committee on Interstate and Foreign Commerce



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WASHINGTON : 1963

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HEARING

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GRAND PRAIRIE, TEX., AIRPORT

WEDNESDAY, MAY 15, 1963

HOUSE OF REPRESENTATIVES,  
SUBCOMMITTEE ON TRANSPORTATION AND AERONAUTICS  
OF THE COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
Washington, D.C.

The subcommittee met at 10:20 a.m., pursuant to recess, in room 1334, Longworth Building, Hon. John Bell Williams (chairman of the subcommittee) presiding.

Mr. WILLIAMS. The committee will proceed to consider the bill introduced by our colleague, Mr. Wright of Texas, H.R. 6254, having to do with land for an airport at Grand Prairie, Tex. Mr. Wright, I believe you introduced one bill and subsequently introduced another bill.

STATEMENT OF HON. JAMES C. WRIGHT, JR., A REPRESENTATIVE  
IN CONGRESS FROM THE STATE OF TEXAS

Mr. WRIGHT. That is exactly correct, Mr. Chairman.

Mr. WILLIAMS. Do you have copies of both bills?

Mr. WRIGHT. We do have copies of both bills. I believe copies have been made available for the committee of the original bill and its successor which is H.R. 6254.

(H.R. 6254 and the report from the FAA follows:)

H.R. 6254 [88th Cong., 1st sess.]

A BILL To authorize the conveyance of certain real property of the United States heretofore granted to the City of Grand Prairie, Texas, for public airport purposes, contingent upon acceptance and approval by the Director of Airports, Federal Aviation Agency, as protector of the interests of the United States, and to convey to the United States certain real property now used for public airport purposes

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, subject to the provisions of section 2 of this Act, the city of Grand Prairie, Texas, shall be authorized to convey to the highest bidder all right, title, and interest of such city in and to certain real property transferred to such city for public airport purposes by the United States. Such real property consists of a tract of land containing 127.39 acres, more or less, out of the 195.82-acre tract situated in the county of Dallas, State of Texas, the exact legal description of which property is contained in the deed dated May 22, 1962, entered into between the United States as grantor, acting by and through the Secretary of the Army, and the city of Grand Prairie, Texas, as grantee.*

(b) That, subject to the provisions of section 2 of this Act, the city of Grand Prairie, Texas, shall be authorized to convey to the United States, acting by and through the Secretary of the Army, all right, title, and interest of such city in and to certain real property transferred to such city for public airport purposes by the United States. Such real property consists of a tract of land containing 65.99 acres, more or less, out of the 195.82-acre tract situated in the county of Dallas, State of Texas, the exact legal description of which property is contained in the deed dated May 22, 1962, entered into between the United States as grantor, acting by and through the Secretary of the Army, and the city of Grand Prairie, Texas, as grantee.

SEC. 2. (a) The sale referred to in the first section of this Act shall be authorized in writing by the Director of Airports, Federal Aviation Agency, after acceptance and approval by him of such written assurances from the city of Grand Prairie, Texas, as he may deem appropriate to protect the interests of the United States with respect to the proceeds of such sale and to assure that such proceeds will be used by such city solely for the purpose of acquiring real property, improving and operating same for use by such city as a public airport.

(b) The real property acquired under authority of subsection (a) of this section shall be subject to such terms, exceptions, reservations, restrictions, conditions, and covenants as the Director of Airports, Federal Aviation Agency, after consultation with the Secretary of the Army and the Administrator of the Federal Aviation Agency, may deem appropriate to assure that such property will be held and used by the city of Grand Prairie, Texas, for public airport purposes, subject to the same terms, exceptions, reservations, restrictions, conditions, and covenants contained in the deed of May 22, 1962, referred to in the first section of this Act.

(c) The city of Grand Prairie, Texas, shall convey "without monetary consideration therefor" to the United States, acting by and through the Secretary of the Army, that tract of land containing 65.99 acres, more or less, situated in the county of Dallas, State of Texas, as described in subsection (b), section 1, of this Act, the exact legal description of which property is contained in the deed dated May 22, 1962, entered into between the United States as grantor, acting by and through the Secretary of the Army, and the city of Grand Prairie, Texas, as grantee.

SEC. 3. The Director of Airports, Federal Aviation Agency, shall issue and obtain such written instruments as may be necessary to carry out the foregoing provisions of this Act.

FEDERAL AVIATION AGENCY,  
OFFICE OF THE ADMINISTRATOR,  
Washington, D.C., May 24, 1963.

HON. JOHN BELL WILLIAMS,  
*Chairman, Subcommittee on Transportation and Aeronautics,  
House of Representatives, Washington, D.C.*

DEAR CHAIRMAN WILLIAMS: This is in response to your request for the views of this Agency on H.R. 6254, a bill to authorize the conveyance of certain real property of the United States heretofore granted to the city of Grand Prairie, Tex., for public airport purposes, contingent upon acceptance and approval by the Director of Airports, Federal Aviation Agency, as protector of the interests of the United States, and to convey to the United States certain real property now used for public airport purposes.

By letter of May 13, 1963, we stated our views regarding H.R. 5259, the bill for which H.R. 6254 is a substitute. We stated in that letter that civil aviation at Grand Prairie would be benefited by enactment of H.R. 5259, but that the Congress ought also to consider that property conveyed under section 16 of the Federal Airport Act normally reverts to the United States when it ceases to be used for airport purposes, and that the bill would allow for disposal of property outside the usual surplus property disposal channels. Those considerations are applicable also to H.R. 6254.

The new bill proposes the sale of only 127 acres and use of the proceeds for acquisition and construction of a new airport, whereas the original bill proposed the sale of the entire airport, 195 acres. The question now posed is whether the sale of one-third less property than would originally have been sold will produce enough money to acquire land for an construct an adequate airport for Grand Prairie without additional Federal funds. The statement in our report on H.R. 5259 that the bill would serve the interests of civil aviation at Grand Prairie presupposed that a new and better airport would be built with the funds from the sale of the old property at no additional cost to the Federal Government. Testimony on H.R. 6254 indicates the belief that the proceeds from the sale of only 127 acres will be adequate to provide fully for a complete new airport, but that testimony is based on estimates of the value of the property to be sold and the estimates contain a wide disparity between the minimum and maximum. Likewise the cost of land at a new site is only estimated. Therefore, no very precise basis exists for concluding that the proceeds from the sale of the 127 acres will pay for the new airport.

In order to assure that the sale of the existing property will provide fully for a new and better airport at Grand Prairie, we propose that the bill, in the event it

is enacted by Congress, be amended to incorporate the following as conditions to the sale:

1. A site for the new airport has been selected and the Federal Aviation Agency has determined that the site is capable of being fully developed as an airport to serve Grand Prairie, including a determination that the site is acceptable from an airspace utilization standpoint and that it will constitute a better airport facility;

2. The cost of acquiring the new site has been determined and a plan for construction of facilities based on firm bids for the construction of those facilities acceptable to the Federal Aviation Agency has been developed;

3. Firm bids are obtained for the 127 acres to be sold and the bid to be accepted on the 127 acres is reasonable in the opinion of two appraisers, one appointed by the Federal Aviation Agency and one appointed by the city of Grand Prairie, and equal to or greater than the amount necessary to develop the airport in accordance with the approved plan;

4. If the sale of the 127 acres produces more money than is needed to buy land for and build a new airport, the remainder will be placed in a trust account solely for use in the operation and maintenance of and future construction at the new airport; and that if, after the 127 acres is sold, it should for any reason develop that the money derived from the sale is inadequate to cover the costs of acquiring the new site and constructing airport facilities thereon, the city of Grand Prairie will supply the money to meet the shortage and will not request Federal funds therefor.

Other amendments, technical in nature, which we would suggest:

1. Substitute "Administrator" for "Director of Airports";

2. Describe the 127.39 acres as constituting, with the 65.99 acres, the entire 195.82-acre tract, and include a description of the 65.99 acres to be conveyed back to the Department of the Army so that the bill itself will reflect what precise parcels of land are to be disposed of in the different ways (it should be noted that 65.99 and 127.39 do not add up to 195.82. This should be clarified and more precise figures inserted in the bill); and

3. Extinguish the reversion in section 16 of the Federal Airport Act and in the deed of May 22, 1962, so that Grand Prairie's vendee of the 127 acres will get clear title.

Finally, we emphasize that nothing contained in this report, or in our report on H.R. 5259, should be construed to mean that this Agency has determined that a new airport site is available to serve Grand Prairie or that any site that may be selected would be suitable for development of an airport and would be acceptable from an airspace utilization standpoint. Although the subcommittee has heard testimony on this bill that two alternate sites had been given airspace clearance by this Agency, no formal request has been made for such clearance and no clearance, formal or informal, has been given. That question, like the other aviation questions posed by construction of an additional airport at Grand Prairie, can be adequately considered only after location of the new airport has been determined and the proposal has been circulated in accordance with part 157 of the Federal Aviation Regulations.

The following amendments of H.R. 6254 will accommodate the suggestions made above:

Change "Director of Airports" to "Administrator" wherever found.

On line 5 of page 1 delete "to the highest bidder."

On page 2, line 3, delete "out of" and substitute "which when combined with the 65.99 acres described in section 1(b) of this Act constitute".

On page 2, line 16, delete everything beginning with the word "situated" to the end of that section and substitute "named in section 1(a) of this Act and described as follows:

"A tract or parcel of land lying and situated in Grand Prairie, Dallas County, Texas, and a part of the McKinney and Williams Survey, Abstract No. 1045 and the Elizabeth Gray Survey, Abstract No. 517.

"Beginning at a point said point being the northeast corner of the W. C. May Survey Abstract No. 890.

"Thence N. 89° 26' W. along the North Boundary line of said May Survey a distance of 1091.0 feet to the southwest corner of said airport tract.

"Thence, N. 0°22'30" E. a distance of approximately 1,162.45 feet to a point in line with the northwest edge of the most westerly asphalt mat extended.

"Thence, N. 29°32'30" E. along the northwest edge of said mat a distance of 981.15 feet to a point perpendicular to and 400 feet west of the centerline of the north-south runway.

"Thence, N. 1°19'30" W. along a line parallel to and 400 feet west of the said centerline a distance of 1,476.75 feet to a point on the south boundary line of most western ramp.

"Thence, N. 81°59'30" E. a distance of 614.10 feet to a point.

"Thence, S. 0°24' E. a distance of 3,578 feet to the place of beginning and containing 65.99 acres of lands."

On page 2, line 23, delete everything beginning with the word "in" to the end of the present section 2(a) and substitute "only after:

"1. A site for a new airport has been selected and the Administrator, Federal Aviation Agency, has determined that such site is capable of being developed and used as an airport adequate to meet the needs of Grand Prairie;

"2. A plan for construction of airport facilities at the new site has been submitted and approved by the Administrator, Federal Aviation Agency;

"3. The city of Grand Prairie has, through advertising and sealed bids, contracted for construction of airport facilities in accordance with the plan submitted to and approved by the Administrator, Federal Aviation Agency; and

"4. The city of Grand Prairie has, after advertising, received sealed bids on the 127.39 acres to be sold and determines that the bid to be accepted is in an amount equal to or greater than the combined costs of acquiring land for a new airport site and constructing the airport facilities thereon in accordance with plans submitted to and approved by the Administrator, Federal Aviation Agency."

On page 2, add a new subsection 2(b) to read:

"Any proceeds of the sale of the 127.39 acres in excess of the amount needed for acquisition and construction at the new site shall be held in a trust account and be available for expenditure only for operation, maintenance, and future development of the new airport."

Renumber subsections 2(b) and 2(c) as (c) and (d) respectively.

On page 3, line 11, delete the phrase "and the Administrator of the Federal Aviation Agency."

On page 3, line 25, delete everything beginning with the word "the" to the end of present section 2(c).

On page 3, add a new section 3, to read as follows:

"The right to reversion of title now held by the United States pursuant to the provisions of section 16 of the Federal Airport Act (60 Stat. 179, 40 U.S.C. 115), and contained in the deed of May 22, 1962, referred to in the first section of this Act shall be extinguished insofar as it relates to the 127.39 acres authorized to be sold by this Act at the time sale is consummated in accordance with the provisions of this Act."

On page 3, renumber section 3, section 4.

We appreciate the opportunity to comment on H.R. 6254. The amendments proposed are considered as providing orderly steps to protect the public interest if Congress is to approve of the transfer of land which otherwise would revert to the United States if put to a nonairport use.

This report, like our report on H.R. 5259, goes only to the effect of the bill on civil aviation matters at Grand Prairie. Since the Department of the Army has determined only that the use of this land for public airport purposes would not be inconsistent with the needs of the Department, and has not determined that it has no need for the land, the committee should consult the Department of the Army as to the desirability of the sale of the land by Grand Prairie.

The Bureau of the Budget has advised that there is no objection from the standpoint of the administration's program to the submission of this report to your committee.

Sincerely,

N. E. HALABY, *Administrator.*

MR. WRIGHT. Mr. Chairman, I believe that we have made a successful effort to meet all reservations and objections that were posed to the original bill. I believe that in joint meetings with the representatives of the Federal Aviation Agency and of the Department of the Army we have arrived at an agreement on principle. If there remains in the new bill, H.R. 6254, any lack of provisions desired by any of the related agencies I should like to ask the committee simply to hear us today.

These agencies have promised me that they will go over the new bill with a fine-tooth comb and that if they have additional recommen-

dations or provisions to make they will bring them to me and together there is a disposition on the part of all parties, including the city of Grand Prairie, to make it wholly agreeable with everybody involved.

If it should be necessary for me to recommend to the committee before it takes action in its executive session any amendatory language I will undertake to bring that to the chairman and to the committee.

Since these gentlemen, three of them, have come from Texas, I appreciate the committee's hearing us briefly today.

Before I make my brief statement I should like to submit for the record a statement from Senator Yarborough, who is the author of a companion bill in the other body. The Senator wishes he could have been here, had planned to be here, but due to unavoidable commitments on the other side has asked that I submit this statement for him for incorporation in the committee's record.

Mr. WILLIAMS. We will be glad to receive it.

(The statement referred to follows:)

STATEMENT OF HON. RALPH W. YARBOROUGH, A U.S. SENATOR FROM THE STATE OF TEXAS

Mr. Chairman, I appreciate the opportunity to appear before you today and endorse the proposal that will be presented to you by the representatives of the city of Grand Prairie, Tex.

Congressman Wright and I introduced companion bills, H.R. 5259 and S. 1220, to authorize the city of Grand Prairie to sell their present airport and relocate it to a better site, free from the deed restrictions found in the conveyance of their present airport site by the United States to the city. I understand that Congressman Wright has introduced a clean bill, H.R. 6254, to the same effect as the previous one, but returning a portion of the present airport site to the National Guard so that it may continue the use of its facility at the airport. I wholly endorse this change, and shall see to it that a corresponding amendment is made to the Senate bill at the appropriate time. I think we are all in agreement that the proposed bill should be worded so as to have no detrimental effect on the National Guard operations there.

The representatives of Grand Prairie will detail this proposal to you fully. As I understand it, the bill would allow a means by which the city can relocate its present somewhat dated airport to a less congested location and comply with the Federal airport plan without cost to the Federal Government in airport subsidies. I am sure the committee will share my interest in reducing unnecessary costs to the Government.

Grand Prairie is situated between Dallas and Fort Worth in the heart of a great and growing industrial complex. There is no question but that it will need a better airport; this bill seems the reasonable way to supply it.

Mr. WRIGHT. Mr. Chairman, I have a prepared statement but in the interest of conserving the time of the committee, I should like simply to submit my prepared statement and then proceed to summarize briefly what it entails.

Mr. WILLIAMS. It may be included in the record.

(The statement referred to follows:)

STATEMENT OF HON. JIM WRIGHT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. Chairman and distinguished members of this subcommittee, I appreciate the opportunity to appear here this morning for the purpose of being heard on my bill, H.R. 5259.

My purpose in introducing H.R. 5259 is to assist the city of Grand Prairie, Tex., in obtaining airport facilities capable of meeting the demands of a progressive and growing community.

This bill will make it possible to have a larger and safer airport, with a longer runway and a better approach pattern, farther removed from traffic congestion, at no cost whatever to the Federal Government.

The Federal Aviation Agency, in its long-range study of airport needs, has recommended that Grand Prairie needs a new and better airport for general municipal airport purposes.

Grand Prairie lies in the path of rapid growth, directly between the cities of Dallas and Fort Worth. Its population has grown from approximately 14,000 in 1950 to approximately 42,000 today. This growth has encroached directly upon the borders of the present airport.

Legislation is necessary because of the fact that the present Grand Prairie Airport was conveyed to the city by the Federal Government under terms that require its return unless the site continues to be used for airport purposes. This is in conformity with the reversionary clause of section 16, Federal Airports Act (49 U.S.C. 1115). There is absolutely no desire to escape this reversionary clause. My bill would transfer to the new and more adequate site which the city proposes to purchase those same restrictions contained in the old deed. Thus the interests of the U.S. Government would continue to be protected.

#### PROPOSED AMENDMENT

As originally introduced on March 28, 1963, H.R. 5259 called for the permissive right on the part of the city of Grand Prairie to sell the entire 195-acre land tract to the highest bidder, with the assurance that all proceeds derived from the sale will be used solely for the purpose of acquiring real property, improving and operating same for use as a public airport.

Now, however, at the common request of the city of Grand Prairie, the Department of the Army and the Texas Army National Guard, I respectfully ask that the bill be amended to permit the sale of only 127 acres, more or less, of the original tract and that the remaining 65 acres, more or less, now used by the Texas Army National Guard, be deeded back to the Federal Government and placed under the control of the Secretary of the Army. The National Guard would continue to use this 65-acre tract including hangars, armory, supporting facilities, and the main north-south runway of 2,600 feet in length, in carrying on its training and operations.

I introduced a clean bill in the House yesterday to reflect this change, and copies have been furnished to the subcommittee.

The Texas Army National Guard has been using this site since 1957. When H.R. 5259 was introduced, it was my understanding that the city of Grand Prairie and the Texas Army National Guard were in concert that the latter organization would be given similar use of the new site the city wishes to develop as a general municipal airport resulting from enactment of my bill. Conferences between the city and the National Guard, however, developed the pertinent point that due to the investment that has been made on the present site for training and operational purposes of the Texas Army National Guard, it would be more economically feasible to allow the Federal Government to acquire title to the present 65-acre tract and retain it for use by the National Guard. This would cost far less than attempting to build new facilities for the National Guard at a new site, and would likewise be more economical than attempting to move the existing hangar, armory, and supporting facilities to a new location.

Additionally, such an arrangement would protect the U.S. interest in two ways. First, it would insure that continued training facilities of an adequate nature continue to be retained by the Texas Army National Guard. Second, it would bring back into the Federal inventory a valuable 65-acre tract of land with extensive frontage on Jefferson Avenue, a principal thoroughfare between the cities of Grand Prairie and Arlington. It has been estimated that this 65-acre tract might be valued as high as \$7,000 per acre excluding the worth of buildings, runways, and support facilities thereon.

At the same time, the arrangement would not do violence to the basic needs of the city of Grand Prairie to (1) develop a larger airport with longer runways; (2) remove air traffic and operations to a site more desirable from the standpoint of air safety factors; (3) permit the commercial growth and development of the city proper in the area of the present Grand Prairie Airport; and (4) increase the annual tax revenue of the city by virtue of such growth and development.

#### STATEMENT OF CITY OF GRAND PRAIRIE

The desires of the city, and the reasoning behind those desires, were well expressed in a letter, dated April 9, to Senator Monroney, chairman of the Senate Aviation Subcommittee, and signed by the Honorable C. P. Waggoner, mayor of the city of Grand Prairie.

Describing the present Grand Prairie Airport site as "extremely hazardous, inadequate, and deteriorated," Mayor Waggoner added:

"\* \* \* the Federal Aviation Agency, in a long-range study of airport needs, has recommended that Grand Prairie, Tex., needs a new and better airport for general municipal purposes.

"Specifically, the city is located between Dallas and Fort Worth, Tex., whose city limits at the nearest point are approximately 6.4 miles apart. In general, 10 to 12 miles separates the two central cities with suburbs such as Grand Prairie situated between.

"Due to the specific geography of the city, the location of the 6,000-acre Great Southwest Industrial District partially within its limits and Ling-Temco-Vought plant located adjacent thereto, the city has enjoyed tremendously accelerated growth; having increased from 14,594 in 1950 to an estimated 42,000 at this time.

"Much of the growth has embraced the existing Grand Prairie Airport, to the point that it is retarding the natural growth trends of the city.

"In addition, because of no previous zoning controls, residential and commercial construction exists under the major runway, and hazardous water towers are located at both ends thereof. The surface of the present runway has deteriorated to the point where aircraft is frequently damaged by small pieces of aggregate.

"The current north-south runway is only 2,600 feet in length, and the water tower at the north end and residential and commercial construction is in the direct glide and takeoff path. The south end terminates directly against an established residential area. There is literally no possibility of gaining zoned and controlled approaches at the current location.

"The greatest asset of the existing airport is its raw land value. Grand Prairie's growth has appreciated the value of the property to approximately \$4,000 per acre.

"New locations may be obtained approximately 3½ miles south of the present airport to establish a modern general purpose airport with adequate facilities and zoned approach areas, which I assure you will be accomplished if the subcommittee concurs on the city's desires. Land acquisition costs should not exceed \$1,000 per acre \* \* \*.

"In addition, transfer of the airport to a new site would enable construction of not less than \$20 million of residential and retail structures; providing substantial annual tax revenue to the city; and increasing the density on existing utility facilities, such as water and sewer, which naturally enhances these investments by the city and reduces the overall burden of our total community \* \* \*.

"Finally, in preliminary unofficial scanning of the area, the possible alternate locations will materially reduce conflict of the present airport with Hensley Field Naval Air Station and Greater Southwest International Airport of Fort Worth.

"In summary, the city, from a cash sale of the present obsolete and hazardous airport, can purchase and construct a new, modern general purpose airport with zoned approaches at no additional cost to the U.S. Government. Such new city airport is a need already recognized and recommended by the FAA in its master improvement plan \* \* \* and the city will realize tax revenue by private development of an estimated \$20 to \$25 million of residential and retail structures."

It is my understanding, gentlemen of the subcommittee, that the city proposes to buy some 200 acres to develop a complete class II airport at the new site. This would consist of essential runways, taxiways, and a combination hangar-terminal building. Runways would have an initial length of 3,200 feet—some 600 feet longer than the present runways.

Assuming, as it has been estimated, that the city could obtain this land at a minimum price of \$600 per acre, or at a maximum of \$1,000 per acre, land acquisition cost would range between \$120,000 and \$200,000. The city feels it could sell the 127 acres it wishes to dispose of for an estimated \$4,000 per acre and I understand the Federal Aviation Agency feels the land might bring up to \$7,000 an acre. That would mean the city might hope to realize from \$508,000 to a high of \$989,000.

Thus, it is apparent that the city could have anywhere from a low of \$308,000 to a high of \$869,000 to be invested solely for the purpose of making improvements on the new land for airport purposes.

There is, as you will note, quite a difference in what the city feels it might receive from selling the land and in what the Federal Aviation Agency feels it might receive. In a conference with Mr. Cole Morrow, Director of Airports for the FAA, I pointed out to him that section 2(a) of H.R. 5259 gives him almost carte blanche authority in approving terms of the sale of this land. The "clean" bill contains this same authority.

## SAFEGUARDS

Although Mr. Morrow agreed, he did suggest that certain safeguards will be required in several matters of proper concern to him.

The first of these would be the requirement that the land be evaluated by FAA appraisers to determine its fair market value.

Second, that the FAA exercise the power to approve or disapprove, the proposed sale price and also to approve, or disapprove, the airport plans for the new proposed airport.

Third, Mr. Morrow would like to make certain that the present Grand Prairie Airport will not be abandoned or turned over to the purchaser until such time as the new proposed airport site is capable of handling normal traffic.

Fourth, the FAA will desire assurance that none of the proceeds from the sale of the present airport property will be paid to any attorney, real estate firm, or any individual, save and except the normal fees that might be expected for proper routine services performed.

It is my feeling that section 2(a) of the bill invests sufficient authority in the Director of Airports for the Federal Aviation Agency, since he is charged with approving the specific transactions, that the Agency can effectively bring about all of these safeguards in its administration of the bill. However, I would be agreeable to having amendments included in this bill to spell out each of these matters in detail if the subcommittee should so desire.

It is, after all, my purpose to see that (1) the best possible airport is provided for the least possible amount of money and that (2) the interests of the U.S. Government, and the city of Grand Prairie be protected. If these ends are gained, then the public interest will be served and the taxpayers' dollar safeguarded.

## EXHIBITS

I shall submit to the subcommittee today as exhibit A, the legal description of 127.39 acres of land the city proposes to sell to the highest bidder. Exhibit B contains a description of 65.99 acres of land to be transferred to the control of the Secretary of the Army, by deed to the Federal Government. Exhibit C is a map of the entire tract. Five 8-by-10 glossy photographs, marked to reflect the various parcels of land under discussion, are respectfully submitted as exhibit D. As exhibit E, I would like to leave for the record a document giving the history of the Grand Prairie Airfield, and summaries of the discussions between the city of Grand Prairie and the Texas Army National Guard, in the hope that this document might be helpful to the subcommittee members in answering any questions which might arise in their minds.

I will say to the members quite frankly that the FAA was not favorably disposed toward this bill at the outset, but I believe that conferences between myself and Mr. Morrow have largely removed reservations the FAA earlier felt.

Quite frankly I feel that Mr. Morrow might have been concerned over the fact that only a little over a year ago the city received final title to this land, and he feels his agency might be criticized should it so promptly go on record as approving the sale of the land for commercial development. I think such criticism cannot be properly directed because (1) the bill would retain for the United States perhaps the most valuable of the acreage on the tract, (2) the explosive growth of the Grand Prairie area is such that time factors cannot be expected to conform to normal patterns, and (3) the FAA can, under the terms of the bill, satisfy itself on all questions of price, utilization of funds, safety factors, proposed new airport plans, and so forth before putting the final stamp of approval on the sale.

I think Mr. Morrow was correct when he said to me in our conversation that the FAA "wants to build the best airports that it can. That is our mission." He went on to add that this bill contains the potential to provide a bigger, better, and safer airport at no expense to the Federal Government and could, in effect, bring about a saving of Government funds over the long haul.

I submit that, with all other factors involved, no better reasons can be given for the approval of this bill. I earnestly and respectfully ask the members of this subcommittee to give it favorable consideration.

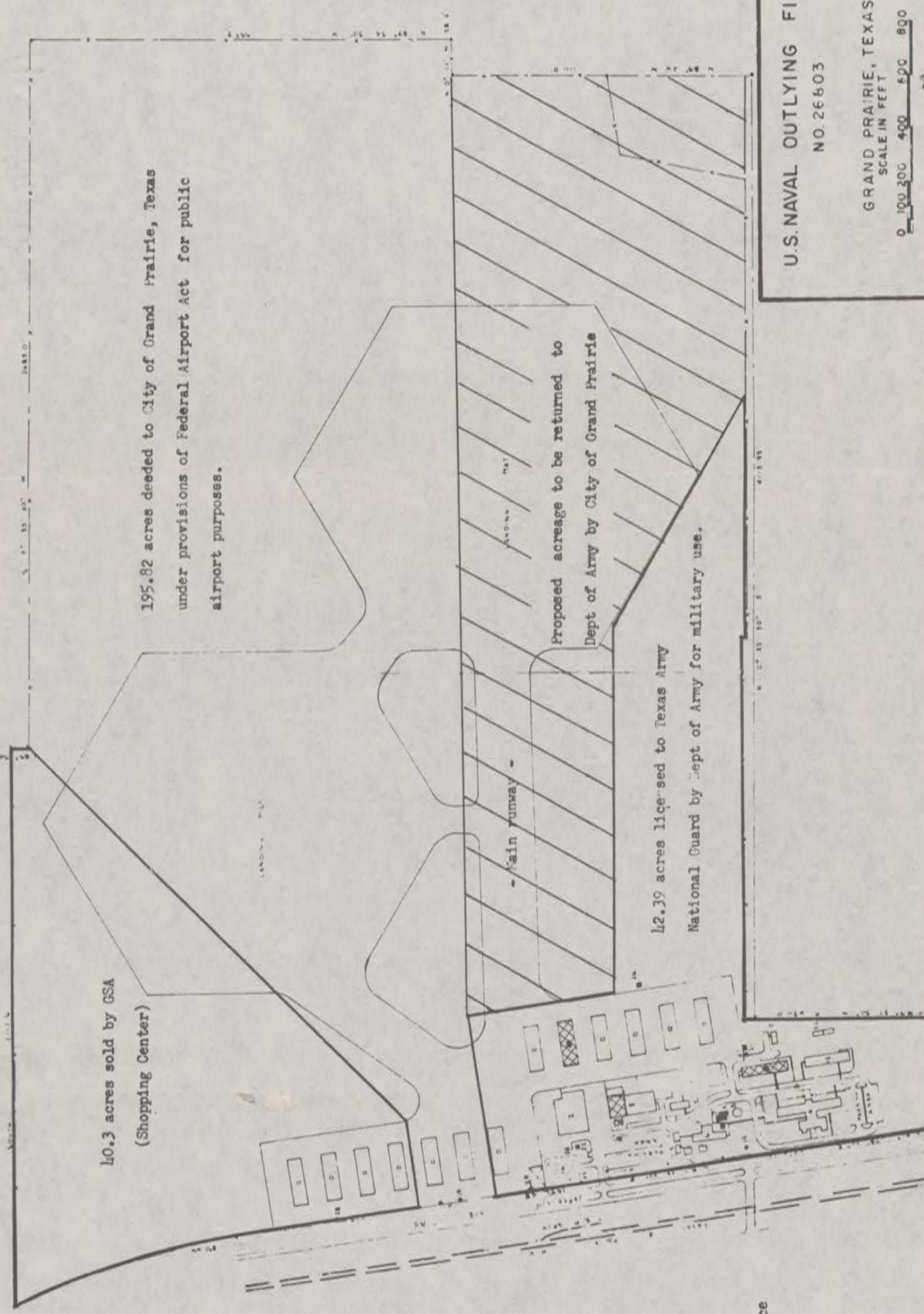
## EXHIBIT A

## DESCRIPTION OF 127.39 ACRES OF LAND

Being a tract or parcel of land lying and situated in Grand Prairie, Dallas County, Tex., and a part of the McKinney and Williams survey, abstract No. 1045, and the Elizabeth Gray survey, abstract No. 517.

EXHIBIT C

| BUILDING INDEX |                      |
|----------------|----------------------|
| NO.            | NAME                 |
| 1.             | Catehouse            |
| 2.             | Operations Hangar    |
| 3.             | A & R Hangar         |
| 4.             | Fire Station         |
| 5.             | Instruction          |
| 6.             | Ships Service        |
| 7.             | Pump House           |
| 8.             | Water Storage Tank   |
| 9.             | Garbage Shed         |
| 10.            | Subsistence          |
| 11.            | E.M. Barracks        |
| 12.            | E.M. Barracks        |
| 16.            | Gasoline Storage     |
| 17.            | P.W. Warehouse       |
| 24.            | Well House           |
| 25.            | Fight Vision Trainer |
| 26.            | Line Shack           |
| 27.            | Operation Shack      |
| 28.            | Sentry Shack         |
| 29.            | Hose Reel House      |
| 30.            | Athletic Field       |
| 31.            | Fire Hose House      |
| 32.            | Hose Reel House      |
| 33.            | Sentry Shack         |
| 34.            | Flag Pole            |



Under license to U.S. Air Force  
for use of Civil Air Patrol

U.S. NAVAL OUTLYING FIELD  
NO. 26603

GRAND PRAIRIE, TEXAS  
SCALE IN FEET  
0 100 200 400 500 800

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1911



Area of land owned by the Government (under sub-section)

Area of land owned by the Government (under sub-section)

Area of land owned by the Government (under sub-section)

0 1 2 3 4

1911

Beginning at a point on the east right-of-way line of Carrier Parkway (formerly Southwest Eighth Street) where it intersects the south boundary line of the McKinney and Williams survey, abstract No. 1045, said point being the northwest corner of lot 17, block 9, of the Indian Hills Park addition to the city of Grand Prairie.

Thence S.  $0^{\circ}33'30''$  W. along the east right-of-way line of Carrier Parkway a distance of 2,683.0 feet to the southeast corner of Grand Prairie Airport.

Thence N.  $89^{\circ}34'30''$  W. a distance of 1,557.3 feet along the south boundary line to a point where property line bears due north.

Thence N.  $0^{\circ}02'$  W. a distance of 138.4 feet to a point where property line turns west, said point being the northeast corner of the W. C. May survey, abstract No. 890.

Thence N.  $0^{\circ}24'$  W. a distance of 3,578.42 feet to the southeast corner of the Texas Army National Guard 42.39-acre tract.

Thence N.  $8^{\circ}20'30''$  W. a distance of 691.70 feet to a point on the south right-of-way line of Jefferson Avenue.

Thence N.  $81^{\circ}39'50''$  E. along the south right-of-way line of Jefferson Avenue a distance of 249.06 feet to the northwest corner of land known as General Services Administration land acquisition.

Thence S.  $8^{\circ}20'30''$  E. a distance of 330 feet to a point for GSA land's southwest corner.

Thence S.  $44^{\circ}31'30''$  E. following GSA land's south boundary line a distance of 2,016.45 feet to the place of beginning and containing 127.39 acres of land.

#### Save and Except

##### DESCRIPTION OF 6.19 ACRES OF LAND, CARRIER PARKWAY RIGHT-OF-WAY

Being a tract or parcel of land lying and situated in Grand Prairie, Dallas County, Tex., and a part of the McKinney and Williams survey, abstract No. 1045, and The Elizabeth Gray survey, abstract No. 517.

Beginning at a point on the east right-of-way line of Carrier Parkway (formerly Southwest Eighth Street) where it intersects the south boundary line of McKinney and Williams survey, abstract No. 1045, said point being the northwest corner of lot 17, block 9, of the Indian Hills Park addition to the city of Grand Prairie.

Thence S.  $0^{\circ}33'$  W. along the east right-of-way line of Carrier Parkway a distance of 2,683.0 feet to the southeast corner of Grand Prairie Airport.

Thence west a distance of 100 feet along the south boundary line to a point in the west right-of-way line of Carrier Parkway.

Thence N.  $0^{\circ}33'$  E. along the west right-of-way line of Carrier Parkway a distance of approximately 2,810 feet to a point in the south boundary line of GSA land's 40.3 acre tract.

Thence following GSA land's south boundary line in a southeasterly direction a distance of approximately 120 feet to the place of beginning and containing 6.16 acres of land.

#### EXHIBIT B

##### DESCRIPTION OF 65.99 ACRES OF LAND

Being a tract or parcel of land lying and situated in Grand Prairie, Dallas County, Tex., and a part of the McKinney and Williams survey, abstract No. 1045, and the Elizabeth Gray survey, abstract No. 517.

Beginning at a point said point being the northeast corner of the W. C. May survey, abstract No. 890.

Thence N.  $89^{\circ}26'$  W. along the north boundary line of said May survey a distance of 1,091 feet to the southwest corner of said airport tract.

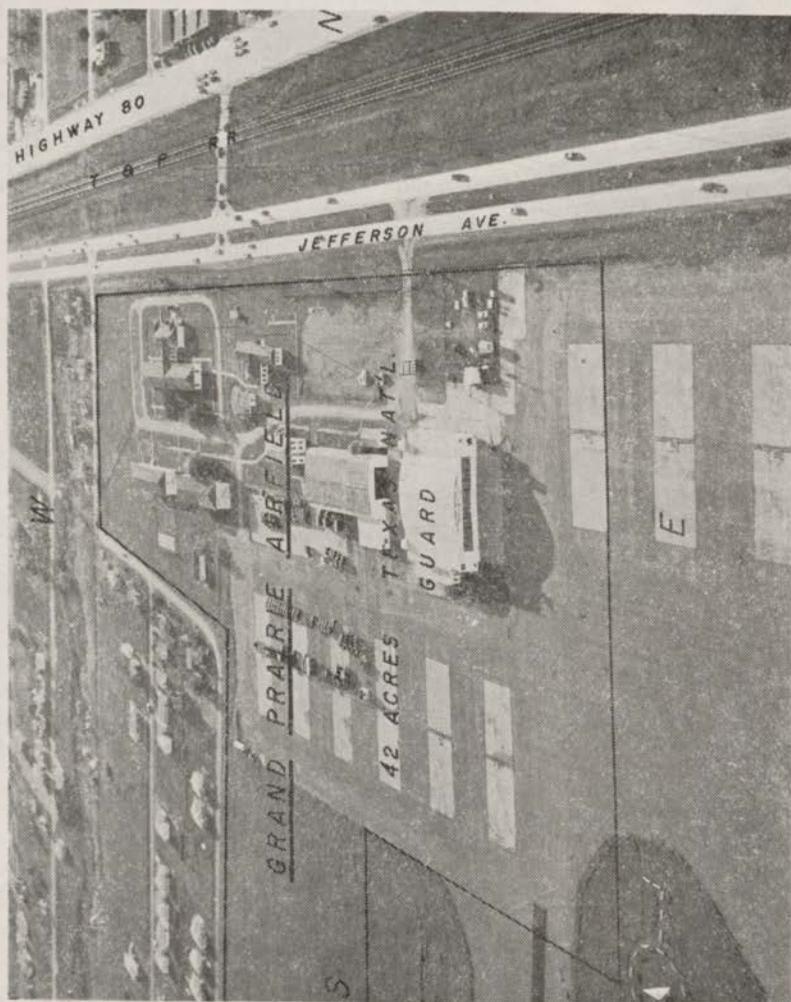
Thence N.  $0^{\circ}22'30''$  E. a distance of approximately 1,162.45 feet to a point in line with the northwest edge of the most westerly asphalt mat extended.

Thence N.  $29^{\circ}32'30''$  E. along the northwest edge of said mat a distance of 981.15 feet to a point perpendicular to and 400 feet west of the centerline of the north-south runway.

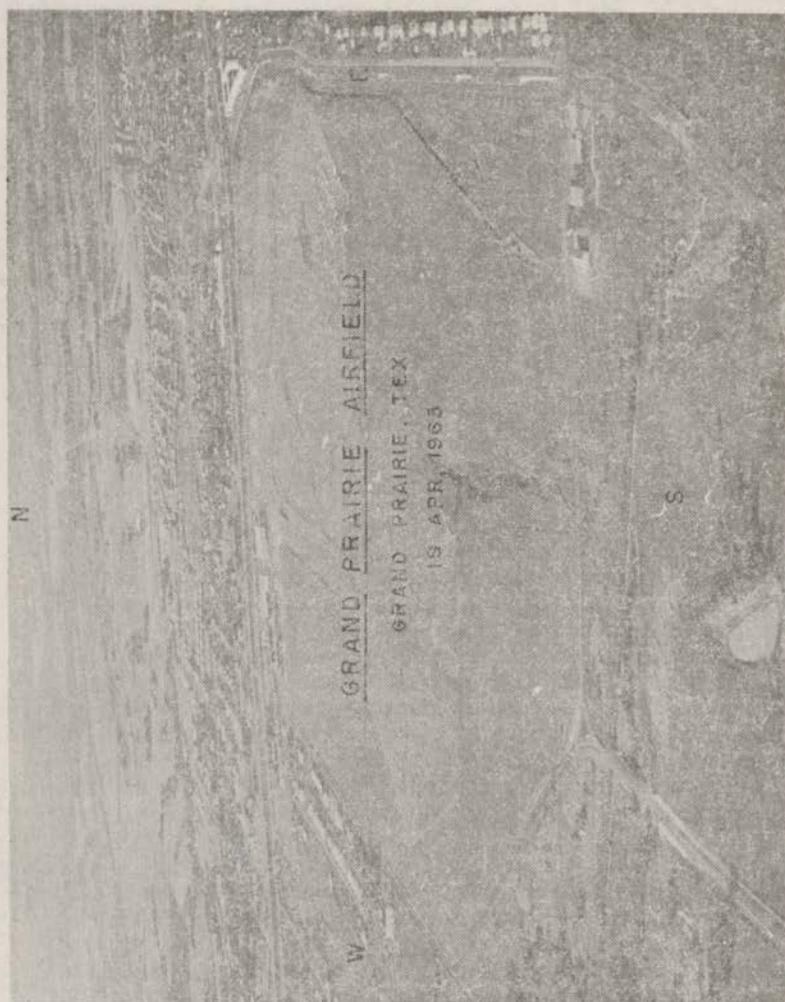
Thence N.  $1^{\circ}19'30''$  W. along a line parallel to and 400 feet west of the said centerline a distance of 1,476.75 feet to a point on the south boundary line of most western ramp.

Thence N.  $81^{\circ}59'30''$  E. a distance of 614.10 feet to a point.

Thence S.  $0^{\circ}24'$  E. a distance of 3,578 feet to the place of beginning and containing 65.99 acres of land.







## EXHIBIT E

ADJUTANT GENERAL'S DEPARTMENT  
Austin, TexasGRAND PRAIRIE AIRFIELD  
Grand Prairie, TexasAnalysis of Texas National Guard Situation in Relation To  
Senate Bill 1220, 28 March 1963,  
House Resolution 5259, 28 March 1963  
United States Congress  
8 May 1963

- Section I Brief History and Summary of Grand Prairie Airfield Situation
- Section II TWX SWFRM 128, 15 April 1963 from U. S. Army District Engineer, Fort Worth, Texas to the Adjutant General of Texas.  
TWX 11452, 17 April 1963 from the Adjutant General of Texas to U. S. Army District Engineer, Fort Worth, Texas.
- Section III Copy of Senate Bill 1220, 28 March 1963  
Copy of House Resolution 5259, 28 March 1963
- Section IV Resume of conferences with U. S. Army District Engineer, Ft Worth and Mayor C. P. Waggoner of Grand Prairie, 19 April 63
- Section V Estimate of Funds Required to Provide Adequate Aviation Facilities to Texas Army National Guard
- Section VI Resume of Conference with Mayor C. P. Waggoner of Grand Prairie and Maj Gen Thomas S. Bishop, Adj Gen of Texas, 1 May 63
- Section VII Copy of Letter from City Mgr C. A. Johnson of Grand Prairie to Congressman Jim Wright, 8 May 63
- Section VIII Recommended Changes in Senate Bill 1220
- Section IX Recommended Changes in House Resolution 5259
- Section X Maps and photos of Grand Prairie Airfield

## Section I

## Brief History and Summary of Grand Prairie Airfield Situation

1. a. The land popularly known as Grand Prairie Airfield was acquired during World War II as a part of U. S. Naval Outlying Field Number 26803 and was used for military purposes by the Department of the Navy. In 1953, after being vacated by the U. S. Navy, it was occupied under license by the Texas Army National Guard as a training facility for the aviation elements of the 49th Armored Division, Texas Army National Guard. In 1957, this property was transferred to the Department of the Army by the Department of the Navy and the use by the Texas National Guard was continued under license from Department of the Army. General Services Administration requested approximately 40 acres of this property to be used as an area upon which to construct warehousing and motor pool facilities. However, their plans for buildings did not materialize and the 40 acres was sold to the highest bidder by General Services Administration rather than being returned to military control.

b. In 1960-1961, discussions were held between the City of Grand Prairie and the Texas National Guard concerning the possibility of the City of Grand Prairie operating a public airport in conjunction with military use by the Texas National Guard. These discussions resulted in a mutual agreement whereby this could be accomplished and recommendations were forwarded to higher authority for conveyance of the property to the City of Grand Prairie subject to a long term lease agreement from the City of Grand Prairie to the Texas National Guard for exclusive use of a portion of the property for military purposes and joint use of landing areas, runways and taxiways. The lease agreed upon further provided that should the City of Grand Prairie decide to sell the existing Grand Prairie Airport that the proceeds from the sale would be used for the purchase of a new airport; that equivalent space at the new location would be provided to the Texas National Guard; that also from the proceeds of the sale there would be expended for improvements on the Texas National Guard portion an amount necessary to construct buildings and improvements equivalent to the existing buildings and improvements used by the Texas National Guard. However, it was determined at Department of the Army level that such a lease agreement would jeopardize the City of Grand Prairie's title to the property. This determination resulted in a deed in June 1962 to the City of Grand Prairie from the Department of the Army for a portion of the property consisting of approximately 195 acres including the landing areas, runways and taxiways. Department of the Army retained approximately 42 acres of the property including all buildings and also retained, by specific provisions in the deed, joint use of landing areas, runways and taxiways. Department of the Army continued the license to the Texas National Guard of the 42 acres and buildings, except for minor use by the U. S. Air Force for elements of Civil Air Patrol.

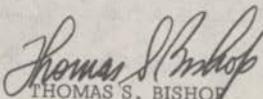
c. The above arrangements were in effect upon return of the 49th Armored Division from the active military service of the United States in August 1962. The relationship between the Texas National Guard and the City of Grand Prairie under these arrangements has been very cordial and cooperative and no major problems have developed on the joint usage provisions of the property. In fact, the Texas National Guard has vacated some facilities for a temporary period to permit use by the City of Grand Prairie for civic purposes.

2. The above brief chronology brings developments up to the date of 15 April 1963, the date of receipt of a TWX by the Adjutant General's Department from the U. S. Army District Engineer at Fort Worth advising of proposed legislation and the TWX reply thereto, which follow in Section II of this document.

3. As explained in the TWX referred to, the legislation proposed in Senate Bill 1220 and House Resolution would permit the City of Grand Prairie to sell its 195 acres including landing areas, runways and taxiways, thus depriving the Texas National Guard of essential training facilities.

4. As a result of conferences with the U. S. Army District Engineer at Fort Worth and with Mayor C. P. Waggoner and other representatives of the City of Grand Prairie, a plan has been worked out which will permit the City of Grand Prairie to accomplish its objective and also permit the Texas Army National Guard to continue its training and operations at the airfield. Briefly, the plan provides that the proposed SB 1220 and HR 5259 be amended to permit the City of Grand Prairie to sell approximately 127 acres of the airfield rather than 195 acres and return approximately 65 acres by deed to the United States under control of the Secretary of the Army. The 65 acres to be returned includes the main north-south runway. It is considered very important that the return of the 65 acres be included in the legislation in order to prevent an uncertain status developing on the said 65 acres which might prevent its continued and uninterrupted use by the Texas National Guard due to the possibility of administrative problems in handling the transaction in any other manner.

5. A suggested change to SB 1220 and HR 5259 is included in this brochure. Other details are also included which makes a comprehensive reference to the entire matter for the convenience and ready reference of those concerned.

  
THOMAS S. BISHOP  
Major General Tex ARNG  
Adjutant General

## Section II

TWX SWFRM 128, 15 April 1963 from U. S. Army District Engineer,  
Fort Worth, Texas to the Adjutant General of Texas.

TWX 11452, 17 April 1963 from the Adjutant General of Texas to U. S.  
Army District Engineer, Fort Worth, Texas.

WF AO18WFX046 RR RUWFCX DE RUWFZK 21 ZNR R 152200Z

FM DISTENGR USAENGR DIST FTW FTW TEX

TO RUWFCX/THE ADJUTANT GENERAL OF TEXAS ADJUTANT GENERALS DEPT  
AUSTIN TEX

INFO ZEN/DIVENGR USAENGR DIV SOWEST DAL TEX

ZEN/CG US ARMY FOUR FT SAM HOUSTON TEX

DA GRNC

BT

UNCLAS FROM SWFRM 128

REFERENCE TELEPHONE CONVERSATION THIS DATE BETWEEN GENERAL  
SCOTT CMM ASSISTANT ADJUTANT GENERAL OF TEXAS CMM AND MR WHITE  
THIS OFFICE CONCERNING PROVISIONS OF PROPOSED LEGISLATION INTRODUCED  
BY SENATOR RALPH W YARBOROUGH /SB 1220/ AND CONGRESSMAN JIM WRIGHT  
/HR 5259/ ION 28 MARCH 1963. THIS LEGISLATION IS DESIGNED TO  
AUTHORIZE THE CITY OF GRAND PRAIRIE CMM TEXAS CMM TO SELL CERTAIN  
LAND PREVIOUSLY CONVEYED TO THE CITY BY THE GOVERNMENT FOR PUBLIC  
AIRPORT PURPOSES AT GRAND PRAIRIE AIRFIELD UNDER DEED DATED 22 MAY  
1962. THE PROPOSED LEGISLATION WOULD ALSO ALLOW THE CITY TO  
USE THE PROCEEDS FROM SAID SALE TO ACQUIRE SUBSTITUTE REAL  
PROPERTY TO BE LIKEWISE USED FOR PUBLIC AIRPORT PURPOSES UNDER THE  
SAME CRITERIA SET FORTH IN SAID DEED. IT IS REQUESTED THAT THE  
VIEWS CMM COMMENTS AND RECOMMENDATIONS OF YOUR HEADQUARTERS  
CONCERNING THE TWO SEPARATE BUT COMPANION BILLS BE IMMEDIATELY  
FURNISHED THIS OFFICE. YOUR INFORMATION WILL BE PROMPTLY RELAYED  
TO HIGHER AUTHORITY IN THE DEPARTMENT OF THE ARMY FOR CONSIDERATION  
IN DETERMINING THE DEPARTMENT OF THE ARMY POSITION WITH RESPECT  
TO SAID LEGISLATION.

RR DE 512-452-0631UWFX 46 R 171523Z

FM TAG OF TEX AUSTIN TEX

TO DISTRICT ENGINEER, U. S. ARMY

ENGINEER DISTRICT, FT WORTH, TEX

UNCLAS TX 11452 FROM AGTEX THIS REPLIES TO YOUR INQUIRY ON PROPOSED LEGISLATION CONTAINED IN SENATE BILL 1220 BY SENATOR RALPH W. YARBOROUGH AND HOUSE RESOLUTION 5259 BY CONGRESSMAN JIM WRIGHT DATED 28 MARCH 63 CONCERNING SALE OF GRAND PRAIRIE AIRFIELD PROPERTY.

UNDER CURRENT ARRANGEMENTS TEXAS ARMY NATIONAL GUARD USES 42 ACRES INCLUDING BUILDINGS OF GRAND PRAIRIE AIRFIELD UNDER DEPARTMENT OF THE ARMY LICENSE AND HAS JOINT USE OF LANDING AREAS, RUNWAYS AND TAXIWAYS. THE CITY OF GRAND PRAIRIE, TEXAS HAS A DEED DATED 22 MAY 1962 ON THE BALANCE OF THE AIRFIELD CONSISTING OF 195 ACRES INCLUDING ALL LANDING AREAS, RUNWAYS AND TAXIWAYS. RESTRICTIONS IN THEIR DEED REQUIRE JOINT USE WITH TEXAS ARMY NATIONAL GUARD OF LANDING AREAS, RUNWAYS AND TAXIWAYS WITH RIGHT OF INGRESS AND EGRESS.

THE PROPOSED LEGISLATION IN ITS PRESENT FORM, IF ENACTED, WOULD DEPRIVE THE TEXAS ARMY NATIONAL GUARD OF ESSENTIAL TRAINING FACILITIES. IT WOULD PERMIT THE CITY OF GRAND PRAIRIE, TEXAS TO SELL ITS 195 ACRES INCLUDING ALL LANDING AREAS, RUNWAYS AND TAXIWAYS THEREBY LEAVING THE TEXAS ARMY NATIONAL GUARD 42 ACRES OF THE AIRFIELD, INCLUDING BUILDINGS, BUT WITHOUT LANDING AREAS, RUNWAYS AND TAXIWAYS WHICH ARE ESSENTIAL TO THE OPERATION OF THE TEXAS ARMY NATIONAL GUARD AVIATION ELEMENTS.

THE DEED AND PROPOSED LEGISLATION APPEAR TO REQUIRE THE CITY OF GRAND PRAIRIE, TEXAS UPON SALE OF SUBJECT 195 ACRES OF GRAND PRAIRIE AIRFIELD, TO USE THE PROCEEDS TO ACQUIRE ANOTHER PUBLIC AIRPORT AND TO PROVIDE JOINT USE OF LANDING AREAS, RUNWAYS AND TAXIWAYS WITH THE TEXAS ARMY NATIONAL GUARD AT A NEW LOCATION. HOWEVER, THERE ARE NO PROVISIONS TO PROVIDE THE TEXAS ARMY NATIONAL GUARD WITH ANY BUILDINGS, LAND UPON WHICH TO CONSTRUCT BUILDINGS OR ANY OTHER OPERATING FACILITIES WHICH ARE ESSENTIAL TO CONDUCT TRAINING AND OPERATIONS.

THE TEXAS ARMY NATIONAL GUARD DESIRES TO CONTINUE TO WORK WITH THE CITY OF GRAND PRAIRIE AS IN THE PAST ON MATTERS OF MUTUAL BENEFIT.

IN VIEW OF THE ABOVE STATED FACTS IT IS URGENTLY REQUESTED THAT THE UNITED STATES CONGRESS BE REQUESTED TO WITHHOLD ALL ACTION ON LEGISLATION PERTAINING TO THE GRAND PRAIRIE AIRFIELD PENDING RECEIPT OF ADDITIONAL INFORMATION AND RECOMMENDATIONS TO PROTECT THE INTEREST OF THE TEXAS ARMY NATIONAL GUARD, WHICH WILL FOLLOW WITHOUT DELAY.

Section III

Copy of Senate Bill 1220, 28 March 1963

Copy of House Resolution 5259, 28 March 1963

88th CONGRESS  
1st Session

S. 1220

---

IN THE SENATE OF THE UNITED STATES

March 28, 1963

Mr. Yarborough introduced the following bill; which was read twice and referred to the Committee on Commerce

---

A BILL

To authorize the conveyance of certain real property of the United States heretofore granted to the city of Grand Prairie, Texas, for public airport purposes; contingent upon acceptance and approval by the Director of Airports, Federal Aviation Agency, as protector of the interests of the United States of America.

1       Be it enacted by the Senate and House of Representa-  
2       tives of the United States of America in Congress assembled,  
3       That, subject to the provisions of section 2 of this Act, the  
4       city of Grand Prairie, Texas, shall be authorized to convey to  
5       the highest bidder all right, title, and interest of such city in  
6       and to the real property transferred to such city for public  
7       airport purposes by the United States. Such real property

1 consists of a tract of land containing 195.82 acres, more or  
2 less, situated in the county of Dallas, State of Texas, the exact  
3 legal description of which property is contained in the deed  
4 dated May 22, 1962, entered into between the United States  
5 as grantor, acting by and through the Secretary of the Army,  
6 and the city of Grand Prairie, Texas, as grantee.

7       SEC. 2. (a) The sale referred to in the first section of  
8 this Act shall be authorized in writing by the Director of  
9 Airports, Federal Aviation Agency, after acceptance and  
10 approval by him of such written assurances from the city  
11 of Grand Prairie, Texas, as he may deem appropriate to  
12 protect the interests of the United States with respect to the  
13 proceeds of such sale and to assure that such proceeds will  
14 be used by such city solely for the purpose of acquiring real  
15 property, improving and operating same for use by such city  
16 as a public airport.

17       (b) The real property acquired under authority of sub-  
18 section (a) of this section shall be subject to such terms,  
19 exceptions, reservations, restrictions, conditions, and cove-  
20 nants as the Director of Airports, Federal Aviation Agency,  
21 after consultation with the Secretary of the Army and the  
22 Administrator of the Federal Aviation Agency, may deem  
23 appropriate to assure that such property will be held and  
24 used by the city of Grand Prairie, Texas, for public airport  
25 purposes, subject to the same terms, exceptions, reservations,

3

1 restrictions, conditions, and covenants contained in the deed  
2 of May 22, 1962, referred to in the first section of this Act.

3       SEC. 3. The Director of Airports, Federal Aviation  
4 Agency, shall issue and obtain such written instruments as  
5 may be necessary to carry out the foregoing provisions of  
6 this Act.

88th CONGRESS  
1st Session

H. R. 5259

---

IN THE HOUSE OF REPRESENTATIVES

March 28, 1963

Mr. Wright introduced the following bill; which was referred to the Committee on Interstate and Foreign Commerce

---

A BILL

To authorize the conveyance of certain real property of the United States heretofore granted to the city of Grand Prairie, Texas, for public airport purposes, contingent upon acceptance and approval by the Director of Airports, Federal Aviation Agency, as protector of the interests of the United States of America.

1 Be it enacted by the Senate and House of Representa-  
2 tives of the United States of America in Congress assembled,  
3 That, subject to the provisions of section 2 of this Act, the  
4 City of Grand Prairie, Texas, shall be authorized to convey  
5 to the highest bidder all right, title, and interest of such city  
6 in and to the real property transferred to such city for public  
7 airport purposes by the United States. Such real property

2

1 consists of a tract of land containing 195.82 acres, more or  
2 less, situated in the county of Dallas, State of Texas, the  
3 exact legal description of which property is contained in the  
4 deed dated May 22, 1962, entered into between the United  
5 States as grantor, acting by and through the Secretary of  
6 the Army, and the city of Grand Prairie, Texas, as grantee.

7 SEC. 2. (a) The sale referred to in the first section of  
8 this Act shall be authorized in writing by the Director of  
9 Airports, Federal Aviation Agency, after acceptance and  
10 approval by him of such written assurances from the city  
11 of Grand Prairie, Texas, as he may deem appropriate to  
12 protect the interests of the United States with respect to  
13 the proceeds of such sale and to assure that such proceeds  
14 will be used by such city solely for the purpose of acquiring  
15 real property, improving and operating same for use by  
16 such city as a public airport.

17 (b) The real property acquired under authority of sub-  
18 section (a) of this section shall be subject to such terms,  
19 exceptions, reservations, restrictions, conditions and cov-  
20 nants as the Director of Airports, Federal Aviation Agency,  
21 after consultation with the Secretary of the Army and the  
22 Administrator of the Federal Aviation Agency, may deem  
23 appropriate to assure that such property will be held and  
24 used by the city of Grand Prairie, Texas, for public airport  
25 purposes, subject to the same terms, exceptions, reservations,

3

1 restrictions, conditions, and covenants contained in the deed  
2 of May 22, 1962, referred to in the first section of this  
3 Act.

4 SEC. 3. The Director of Airports, Federal Aviation  
5 Agency, shall issue and obtain such written instruments as  
6 may be necessary to carry out the foregoing provisions of  
7 this Act.

## Section IV

Resume of Conference with U. S. Army District Engineer, Fort Worth, Texas

1. A conference was held with the U. S. Army District Engineer at Fort Worth, Texas on 19 April 1963 concerning proposed legislation in Senate Bill 1220 and House Resolution 5259 concerning sale of a portion of Grand Prairie Airfield consisting of approximately 195 acres of land deeded to the City of Grand Prairie by the Secretary of the Army for public airport purposes. Those attending the conference were:

Colonel Francis P. Koisch, USA, District Engineer  
Mr. E. B. White, Civilian, Real Estate, Section, District  
Engineer Office  
Brig Gen James D. Scott, Assistant Adjutant General of Texas  
Lt Col Remington K. Webster, Department Engineer, AGD of Texas  
Maj Jack M. Plemons, 149th Aviation Battalion, 49th Armd Div.

2. The proposed legislation was discussed and the effects, if enacted, that it would have on the training and operations of the Texas National Guard at the Grand Prairie Airfield. The District Engineer was informed of a proposed conference with the Mayor of Grand Prairie and he requested he be kept advised of developments. He and his staff were very cooperative in desiring to assist the Texas National Guard in working out a satisfactory solution to their problem.

Resume of Conference with Mayor C. P. Waggoner of Grand Prairie, Texas

1. A conference was held with the Mayor of Grand Prairie, Texas on 19 April 1963 concerning proposed legislation in Senate Bill 1220 and House Resolution 5259 regarding sale of a portion of Grand Prairie Airfield consisting of approximately 195 acres of land deeded to the City of Grand Prairie by the Secretary of the Army for public airport purposes. Those attending the conference were:

The Honorable C. P. Waggoner, Mayor of Grand Prairie  
Mr. Clifford Johnson, City Manager of Grand Prairie  
Brigadier James D. Scott, Assistant Adjutant General of Texas  
Lt Col Remington K. Webster, Department Engineer, AGD of Texas  
Maj Jack M. Plemons, 149th Aviation Battalion, 49th Armd Div.

2. The current situation and background was reviewed briefly as indicated. Prior to the execution of the deed referred to, the entire Grand Prairie Airfield belonged to the Department of the Army and was under license to the Texas Army National Guard to provide training facilities for the Aviation elements of the 49th Armored Division. The deed left the Department of the Army 42 acres of land including all buildings and these facilities were continued under license to the

Texas Army National Guard except for a minor portion which is under license to the United States Air Force for use of the Civil Air Patrol. The deed further provided that the Texas Army National Guard would have joint use of landing areas, runways and taxiways. This arrangement has been very satisfactory at the Grand Prairie Airfield.

3. It was pointed out to Mayor Waggoner that the proposed legislation referred to above would permit the City of Grand Prairie to sell their 195 acres including landing areas, runways and taxiways and would leave the Texas Army National Guard with its 42 acres including buildings but no facilities from which to operate aircraft. The proposed legislation does require the City of Grand Prairie to provide joint use of landing areas, runways and taxiways at a new airport which might be purchased from the sale of their 195 acres. However, this provision would be useless to the Texas Army National Guard as there would be no buildings, land upon which to construct buildings or any other facilities required for their operation except landing areas, runways and taxiways. He was further advised that this information had been furnished to the United States Army District Engineer at Fort Worth in response to an inquiry concerning the matter.

4. Although not reflected in the proposed legislation, Mayor Waggoner indicated there had been some discussion among City officials concerning provisions of hangar space for use of the Texas Army National Guard in a hangar which might be constructed at the new airport. However, no thought had been given to the requirement for an armory and other supporting facilities which the Texas National Guard now has at the Airfield. He felt that the City of Grand Prairie would have no objection to providing required facilities for the Texas Army National Guard provided that sufficient funds were made available through sale of the existing real estate. It was suggested that the 42 acres belonging to the Department of the Army under license to the Texas Army National Guard might also be sold and proceeds resulting therefrom be applied against cost of new facilities for the Texas Army National Guard.

5. Mr. Johnson suggested that Federal funds be sought for construction of National Guard Facilities as he had heard that such facilities could be constructed from Federal and State funds. It was explained to him that such armory construction was on a long range planning program and that several armories were already programmed for Texas which would use all the Federal funds which might become available to Texas for several years.

6. Mayor Waggoner explained that the City of Grand Prairie was striving for a very simple Class II Airport of about 200 acres consisting of essential runways and taxiways plus a combination hangar terminal building and that the airport would not be designed for large commercial carriers. Initial length of runways would be 3200 feet. Apparently, two sites for the proposed airport had been investigated from real estate and airspace aspects and found acceptable.

They are located two to three miles south of the Grand Prairie Airfield. Estimated cost of the land at these locations is 600. per acre but this may jump to 1000. per acre when negotiations are started.

7. Discussion was held on the possible proceeds to be derived from sale of the Grand Prairie Airfield property but no definite conclusions were reached. One real estate agency felt that the 195 acres held by the City of Grand Prairie would bring possibly 3850. - 4000. per acre for a possible total of 780,000 or possibly more. The 42 acres held by the Department of the Army and under license to the Texas Army National Guard would possibly bring a much higher price per acre as it has extensive frontage on Jefferson Avenue, a principal thoroughfare between Grand Prairie and Arlington and also contains all of the buildings. It was the feeling of the entire group that the entire Grand Prairie Airfield should be sold at the same time to obtain the highest proceeds.

8. Mayor Waggoner was assured that the Texas Army National Guard wished to continue to cooperate with the City of Grand Prairie but that the requirements of the Texas Army National Guard for adequate training and operating facilities could not be compromised. Mayor Waggoner indicated that it was his desire to work with the Texas Army National Guard and the City was committed to do so.

9. It was brought out in the discussion that the City of Grand Prairie does not have any funds appropriated to finance a new airport as such funds would have to be obtained by a bond issue; that funds which would be used for the proposed new airport would be derived from the proceeds of the sale of the existing Grand Prairie Airfield.

10. It was agreed that the Adjutant General's Department of Texas would prepare estimates on the funds needed to provide required facilities at a new location and would advise the City of Grand Prairie of our estimates and recommendations.

## Section V

Estimate of Funds Required to Provide Adequate Aviation Facilities to Texas Army National Guard Units Stationed at Grand Prairie Airfield at New Location if Existing Airfield is Sold

1. The following facilities will be required at any new location for 149th Aviation Battalion, 49th Armored Division, Texas Army National Guard if the existing Grand Prairie Airfield is sold. Facilities listed and estimated costs are based on aircraft allowances in current Table of Organization and Equipment for an armored division aviation battalion. However the number of authorized aircraft has been reduced from 100% to 50% which is 10% less the number normally authorized under National Guard Equipment Guides. The space criteria is based on publication entitled "Space Criteria Army National Guard Aviation Facilities."

a. Cost Estimate On Aviation Maintenance Facilities

| <u>Item Description</u>    | <u>Quantity</u> | <u>Unit</u> | <u>Unit Price</u> | <u>Total</u>    |
|----------------------------|-----------------|-------------|-------------------|-----------------|
| Hangar and Allied Shop     | 29274           | sq ft       | 18.00             | 526,932.00      |
| Hangar apron, concrete     | 1555            | sq yd       | 6.00              | 9,330.00        |
| Wash area, concrete        | 415             | sq yd       | 6.00              | 2,490.00        |
| Tie down area, concrete    | 6903            | sq yd       | 6.00              | 41,418.00       |
| Taxiway, asphalt(variable) | 888             | sq yd       | 4.00              | 3,552.00        |
| Taxiway lighting           |                 |             |                   | 5,000.00        |
| Aircraft fueling system    |                 |             |                   | 7,000.00        |
| Flammable Storage Bldg.    | 400             | sq ft       |                   | 3,200.00        |
| Access Roads and Walks     |                 |             |                   | 4,000.00        |
| Utilities                  |                 |             |                   | <u>3,000.00</u> |
|                            |                 |             | Total             | 605,922.00      |

Note: To reduce costs, hardtop parking areas are not included in this estimate as parking areas for adjoining armory will be used.

b. Cost Estimate on Adjoining Armory Building

| <u>Item Description</u>  | <u>Quantity</u>                        | <u>Unit</u> | <u>Unit Price</u> | <u>Total</u>    |
|--------------------------|--|-------------|-------------------|-----------------|
| Armory building *        | 21,360                                 | sq ft       | 13.00             | 277,680.00      |
| Shelving, bins, etc      | as prescribed in NGB Pamphlet 2,500.00 |             |                   |                 |
| Flag pole                | 1                                      | ea          | 700.00            | 700.00          |
| Off street parking       | 20,000                                 | sq ft       | .26               | 5,200.00        |
| Military vehicle parking | 25,320                                 | sq ft       | .26               | 6,583.00        |
| Access Roads(variable)   | 15,400                                 | sq ft       | .26               | 4,004.00        |
| Fence, chain link        | 640                                    | LF          | 2.50              | 1,600.00        |
| Site clearance(variable) |  |             |                   | 2,500.00        |
| Concrete curbing         | 2,000                                  | LF          | 1.50              | <u>3,000.00</u> |
|                          |  | Total       |                   | 303,767.00      |

\* To reduce costs a 7000 sq ft drill hall has been eliminated. The hangar will be used as a drill hall.

c. Cost Estimate On Organizational Maintenance Shop

| <u>Item Description</u>       | <u>Quantity</u> | <u>Unit</u> | <u>Unit Price</u> | <u>Total</u>    |
|-------------------------------|-----------------|-------------|-------------------|-----------------|
| OMS Bldg(40 ft x 80 ft -3bay) | 3,200           | sq ft       | 7.00              | 22,400.00       |
| Wash Slab                     | 80              | sq yd       | 7.00              | 560.00          |
| P O L Bldg                    | 100             | sq ft       | 8.00              | 800.00          |
| Hardstand                     | 26,190          | sq ft       | .20               | 5,238.00        |
|                               | 2,610           | sq ft       | .30               | 783.00          |
| Chain link fence              | 688             | LF          | 2.50              | 1,720.00        |
| Fuel system                   |                 | ea          |                   | 1,500.00        |
| Access Road (variable)        |                 |             |                   | <u>2,000.00</u> |
|                               |                 | Total       |                   | 35,001.00       |

d. Project Cost Summary

|                                 |                  |
|---------------------------------|------------------|
| Aviation Maintenance Facilities | 605,922.00       |
| Armory Building                 | 303,767.00       |
| Organizational Maintenance Shop | <u>35,001.00</u> |
|                                 | 944,690.00       |
| Design                          | <u>47,234.00</u> |
| Total Cost                      | 991,924.00       |

e. Total square feet in buildings 54,334

2. In addition to the facilities listed above, the following would be required:

a. Approximately 20 acres of land, suitable for construction of listed facilities, adjoining a taxiway on the new airport connected to the landing areas and runways.

b. Utilities to the building sites listed above.

c. Joint use of landing areas, runways and taxiways.

d. All weather access road leading to the acreage prescribed above.

## Section VI

Resume of Conference with Mayor C. P. Waggoner of Grand Prairie and Major General Thomas S. Bishop, Adjutant General of Texas, 1 May 1963

1. A conference was held at the office of the Adjutant General of Texas at 1100 hours on 1 May 1963 concerning Grand Prairie Airfield, Grand Prairie, Texas. Those attending the conference were:

Mayor C. P. Waggoner, Grand Prairie  
Mr. Clifford Johnson, City Manager, Grand Prairie  
Mr. Boyd Ridgway, Ridgway Real Estate Company, Grand Prairie  
Maj Gen Thomas S. Bishop, Adj Gen of Texas  
Brig Gen James D. Scott, Asst Adj Gen of Texas  
Lt Col Remington K. Webster, Dept Engr AGD of Tex  
Mr. Derrel Nichols, Texas National Guard Armory Board

2. Subject of the conference was to determine a satisfactory solution to a problem created by proposed legislation in Senate Bill 1220 and House Resolution 5259 whereby the City of Grand Prairie would be authorized to sell its 195 acres of land in the Grand Prairie Airfield facility. Subject land, if sold, would include the landing areas, runways and taxiways thus depriving the Texas Army National Guard of essential operating facilities. A summary of the conference follows:

a. A suggestion was discussed that the City of Grand Prairie be authorized to sell the entire Airfield including the 42 acres owned by the Department of the Army and used by the Texas Army National Guard and apply the proceeds to the purchase and development of a new public airport for the City of Grand Prairie and to facilities for the Texas Army National Guard at the new Airport. However, it was pointed out that the amount of money to be derived from the sale could not be definitely determined and the amount needed for purchase and development of the Airport and for construction of facilities for the Texas Army National Guard would probably exceed the amount of money received from the sale of the Airfield. It was estimated the City of Grand Prairie would require funds in the amount of 450,000. or more and the Texas Army National Guard would require 991,000. or more.

b. A suggestion was made that the City of Grand Prairie return by deed to the Department of the Army a portion of their 195 acres amounting to approximately 61 acres including the runway, an area extending 75 feet east of the runway and from the approximate north end of the runway to the south limits of the Airfield and the area west of the runway which is currently included in the 195 acres owned by Grand Prairie. That portion returned to the Department of the Army would become and remain available for use of the Texas Army National Guard and be added to the Texas National Guard license by the U. S. Army District Engineer. This arrangement would permit the Texas Army National Guard to continue to operate its facilities and would permit the City of Grand Prairie to sell the remaining approximately 134 acres. The

proceeds of the sale of the 134 acres would be used by the City of Grand Prairie to purchase land and facilities and develop a new Airport. The City of Grand Prairie would provide adequate land at the new Airport for construction of Texas Army National Guard facilities and joint use of landing areas, runways and taxiways if the Texas Army National Guard desired to relocate at the new field at a future date. This suggestion was agreeable to Mayor C. P. Waggoner and Major General Bishop.

c. The City of Grand Prairie will make a field survey made of the area to be returned by deed to the Department of the Army. The City will also write a draft of proposed amendatory language to Senate Bill 1220 and House Resolution 5259. Copies of these documents will be furnished to the Adjutant General of Texas for concurrence. The City of Grand Prairie plans to contact the U. S. Army Fort Worth District Engineer regarding procedure of returning land by deed to the Department of the Army. They feel the deed should be executed after passage of the legislation authorizing the City to sell the 134 acres. The Texas Army National Guard will require a legal instrument that the 61 acres will be returned by deed to the Department of the Army and it is believed this provision should be included in the proposed legislation.

3. Additional notes on the conference are attached.

## CONFERENCE NOTES- 1 May 1963

## Grand Prairie Airfield

Mayor Waggoner: Based on estimate prepared by Bill Fuller, Airport Planner, it became obvious that the City of Grand Prairie could not build an airport with funds currently available. It was felt that a bond issue would not succeed as funds were needed too badly for streets and other more essential purposes. Primary reason behind sale of land was to get acreage on tax rolls and raise money for new airport. All funds received from sale would be invested in new airport. Purchaser must agree to permit Texas National Guard to continue to use existing facilities until replacement facilities are made available.

Mr. Ridgway asked if Federal and State construction funds could be added to contribution from City of Grand Prairie to construct replacement facilities. Brig GenScott explained programming actions necessary to obtain new construction, which would possibly require several years.

Maj Gen Bishop assured Grand Prairie people that the Texas National Guard was not trying to block their efforts toward obtaining authority to sell airport acreage. He stated the problem very simply i.e., "Without runways and taxiways we cannot train and operate." He asked Mayor Waggoner if he had any suggestions which might lead toward the solution of the problem.

Mayor Waggoner made the following proposal: We estimate 200 acres of land will be required for the new airport. City of Grand Prairie is prepared to give the Texas National Guard:

- a. "X" number acres of land on which to construct its facilities.
- b. Joint use of runways and taxiways at proposed airport.

City of Grand Prairie needs consist of runway and taxiways plus a single metal building to house administration and maintenance functions. Balance of proceeds from sale of 195 acres would be devoted to National Guard requirements. City of Grand Prairie cannot guarantee funds over and above proceeds from sale of land. We don't want to initiate a new bill; we'd prefer to amend existing bill and/or enter into an agreement with the Texas National Guard. Sale of 195 acres was estimated to bring \$750,000.00 - 800,000.00. The most favorable proposed site consisted of approximately 300 acres. It was anticipated the purchase price would be \$700/acre for total of \$210,000. The new facility at Arlington cost approximately \$400,000.00. Grand Prairie estimated cost of its new airport to be an estimated \$450,000.00. The administration and maintenance building at the new site was estimated at \$75,000.

Brig Gen Scott then furnished an analysis of existing and required facilities, cost estimates and proposed solutions. Both sides immediately recognized that the City of Grand Prairie would be unable to furnish facilities acceptable to Texas National Guard because of fund limitations.

Mr. Ridgway felt that estimates for new facilities were too high and stated that like facilities i.e., a metal hangar could be constructed for \$5/SF.

Mr. Waggoner then began to discuss proposed solution number 2 and indicated that the Grand Prairie Commission or Council would probably be amenable to it. A tentative imaginary line was established approximately 75' east of and parallel to east edge of the N/S runway terminating at the airfield boundary line on the south and the southeast corner of the present Texas National Guard 42 acre tract on the north. It was proposed that the City of Grand Prairie would attempt to obtain Congressional approval to sell all City-owned land east of the imaginary line and return to Federal control all City-owned land west of the line (approximately 61 acres). Sale of the remaining acreage would realize sufficient funds to effect cost of new airport. This course of action was accepted by both sides in principle.

It was agreed that the Grand Prairie group would prepare a draft of amendment to current bill, make a field survey of acreage described above and furnish copies to AGD for review and comment prior to taking further action. In the meantime, the Adjutant General's Department would determine most appropriate action to assure that the acreage excess to City's needs (approximately 61 acres) would eventually be included in Texas National Guard license, from the Department of the Army.

It was also agreed that the City of Grand Prairie would provide land for construction of Texas National Guard facilities and joint use of landing areas, runways and taxiways at the proposed new airport when desired by the Texas National Guard.

## Section VII

Copy of Letter from City Manager C. A. Johnson of Grand Prairie to Congressman Jim Wright

May 8, 1963

The Honorable Jim Wright  
House of Representatives  
Washington, D. C.

Dear Jim:

Attached is a copy of a letter which was written to General Bishop concerning the present status of H. R. 5259 and S1220. The proposed amendment to Section I, along with Exhibits A and B, is attached.

Our city attorney is of the opinion that the bill itself should not be changed in any way other than the fact that we would describe the 127 acres, more or less, which would be sold out of the original 195-acre tract as described in our deed dated May 22, 1962, entered into by the United States and the City of Grand Prairie, and agree that the remaining 65 acres, more or less, be deeded back to the United States Government. The opinion of our city attorney is borne out by a letter which we received today from General Bishop of the Texas National Guard. General Bishop has stated that he would notify you and Senator Yarborough and various military headquarters, including the National Guard Bureau in Washington of our agreement.

We understand that a hearing has been scheduled for May 14, 1963 in the Committee of Commerce of which Representative John Bell Williams is chairman. It is suggested by the City of Grand Prairie that the recommended amendment to Section I of H. R. 5259 be introduced at this time.

We sincerely appreciate your efforts on our behalf in connection with this bill, and if we can be of any service to you please contact us.

Sincerely,

CLIFFORD A. JOHNSON  
City Manager

Enc.

## Section VIII

Recommended Changes in Senate Bill 1220

88TH CONGRESS

1ST SESSION

S. 1220

Recommended Amendment to Section 1

It is recommended that Section 1 of Senate Bill 1220 be amended to read as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that, subject to provisions of Section 2 of this Act, the city of Grand Prairie, Texas, shall be authorized to convey to the highest bidder all right, title, and interest of such city in and to the real property transferred to such city for public airport purpose by the United States. Such real property consists of a tract of land containing 127 acres, more or less, out of the 195.82 acre tract situated in the county of Dallas, State of Texas, the exact legal description of which property is contained in the deed dated May 22, 1962, entered into between the United States as grantor, acting by and through the Secretary of the Army, and the city of Grand Prairie, Texas, as grantee, which 127 acres, more or less is more particularly described in Exhibit "A" hereto attached, and hereby incorporated herein. The remainder of the 195 acre tract, consisting of 65 acres, more or less, will be returned by deed to the United States under the control of the Secretary of the Army, by the city of Grand Prairie in order that the said 65 acres may be continued in use for the training of the Texas National Guard and other military purposes. Said 65 acres is more particularly described in Exhibit "B" hereto attached and hereby incorporated herein.

EXHIBIT "A"

## DESCRIPTION OF 127.39 ACRES OF LAND

Being a tract or parcel of land lying and situated in Grand Prairie, Dallas County, Texas and a part of the McKinney and Williams Survey, Abstract No. 1045 and the Elizabeth Gray Survey, Abstract No. 517.

Beginning at a point on the East right-of-way line of Carrier Parkway (formerly S. W. 8th Street) where it intersects the South boundary line of the McKinney and Williams Survey, Abstract No. 1045, said point being the Northwest corner of Lot 17, Block 9, of the Indian Hills Park Addition to the City of Grand Prairie.

Thence S<sup>00</sup> 33' 30" W along the East right-of-way line of Carrier Parkway a distance of 2683.0 feet to the Southeast corner of Grand Prairie Airport,

Thence N 89° 34' 30" W a distance of 1557.3 feet along the South boundary line to a point where property line bears due North,

Thence N<sup>00</sup> 02' W a distance of 138.4 feet to a point where property line turns West, said point being the Northeast corner of the W. C. May Survey, Abstract No. 890,

Thence N<sup>00</sup> 24' W a distance of 3,578 feet to the Southeast corner of the Texas Army National Guard 42.39 acre tract,

Thence N 8° 20' 30" W a distance of 691.70 feet to a point on the South right-of-way line of Jefferson Avenue,

Thence N 81° 39' 30" E along the South right-of-way line of Jefferson Avenue a distance of 249.06 to the Northwest corner of land known as General Services Administration Land Acquisition,

Thence S 8° 20' 30" E a distance of 330 feet to a point for G. S. A. Land's Southwest corner,

Thence S 44° 41' 30" E following G. S. A. Land's South boundary line a distance of 2016.45 feet to the place of beginning and containing 127.39 acres of land.

SAVE AND EXCEPT

## DESCRIPTION OF 6.16 ACRES OF LAND - (Carrier Parkway Right-Of-Way)

Being a tract or parcel of land lying and situated in Grand Prairie, Dallas County, Texas, and a part of the McKinney and Williams Survey, Abstract No. 1045 and the Elizabeth Gray Survey, Abstract No. 517,

Beginning at a point on the East right-of-way line of Carrier Parkway (Formerly S. W. 8th Street) where it intersects the South boundary line of McKinney and Williams Survey, Abstract No. 1045, said point being the Northwest corner of Lot 17, Block 9, of the Indian Hills Park Addition to the City of Grand Prairie.

Thence S  $0^{\circ} 17'$  W along the East right-of-way line of Carrier Parkway a distance of 2683.0 feet to the Southeast corner of Grand Prairie Airport.

Thence West a distance of 100 feet along the South boundary line to a point in the West right-of-way of Carrier Parkway,

Thence N  $0^{\circ} 17'$  along the West right-of-way line of Carrier Parkway a distance of approximately 2810 feet to a point in the South boundary line of G. S. A. Land's 40.3 acre tract,

Thence following G. S. A. Land's South boundary line in a Southeasterly direction a distance of approximately 120 feet to the place of beginning and containing 6.16 acres of land.

Exhibit "A" to Senate Bill 1220 and House Resolution 5259, 88th Congress, as amended.

EXHIBIT "B"

## DESCRIPTION OF 65.99 ACRES OF LAND

Being a tract or parcel of land lying and situated in Grand Prairie, Dallas County, Texas, and a part of the McKinney and Williams Survey, Abstract No. 1045 and the Elizabeth Gray Survey Abstract No. 517.

Beginning at a point said point being the N. E. Corner of the W. C. May Survey Abstract No. 890.

Thence N  $89^{\circ} 26'$  W along the North Boundary line of said May Survey a distance of 1091.0 feet to the Southwest corner of said airport, tract,

Thence, N  $0^{\circ} 22' 30''$  E a distance approximately 1162.45 feet to a point in line with the Northwest edge of the most Westerly asphalt mat extended,

Thence, N  $29^{\circ} 32' 30''$  E along the Northwest edge of said mat a distance of 981.15 feet to a point perpendicular to and 400 feet West of the centerline of the North-South Runway,

Thence N  $1^{\circ} 19' 30''$  W along a line parallel to and 400 feet west of the said centerline a distance of 1476.75 feet to a point on the South boundary line of most Western ramp,

Thence N  $81^{\circ} 59' 30''$  E a distance of 614.10 feet to a point,

Thence S  $0^{\circ} 24'$  E a distance of 3,578 feet to the place of beginning and containing 65.99 acres of land.

## Section IX

Recommended Changes in House Resolution 5259

88TH CONGRESS

1ST SESSION

H. R. 5259

Recommended Amendment to Section 1

It is recommended that Section 1 of H. R. 5259 be amended to read as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, subject to the provisions of section 2 of this Act, the city of Grand Prairie, Texas, shall be authorized to convey to the highest bidder all right, title, and interest of such city in and to the real property transferred to such city for public airport purposes by the United States. Such real property consists of a tract of land containing 127 acres, more or less, out of the 195.82 acre tract situated in the county of Dallas, State of Texas, the exact legal description of which property is contained in the deed dated May 22, 1962, entered into between the United States as grantor, acting by and through the Secretary of the Army, and the city of Grand Prairie, Texas, as grantee, which 127 acres, more or less, is more particularly described in Exhibit "A" hereto attached, and hereby incorporated herein. The remainder of the 195 acre tract, consisting of 65 acres, more or less, will be returned by deed to the United States, under the control of the Secretary of the Army, by the city of Grand Prairie in order that the said 65 acres may be continued in use for the training of the Texas National Guard and other military purposes. Said 65 acres, is more particularly described in Exhibit "B" hereto attached and hereby incorporated herein.

EXHIBIT "A"

## DESCRIPTION OF 127.39 ACRES OF LAND

Being a tract or parcel of land lying and situated in Grand Prairie, Dallas County, Texas and a part of the McKinney and Williams Survey, Abstract No. 1045 and the Elizabeth Gray Survey, Abstract No. 517.

Beginning at a point on the East right-of-way line of Carrier Parkway (formerly S. W. 8th Street) where it intersects the South boundary line of the McKinney and Williams Survey, Abstract No. 1045, said point being the Northwest corner of Lot 17, Block 9, of the Indian Hills Park Addition to the City of Grand Prairie.

Thence  $SO^{\circ} 33' 30''$  W along the East right-of-way line of Carrier Parkway a distance of 2683.0 feet to the Southeast corner of Grand Prairie Airport,

Thence  $N 89^{\circ} 34' 30''$  W a distance of 1557.3 feet along the South boundary line to a point where property line bears due North,

Thence  $NO^{\circ} 02' W$  a distance of 138.4 feet to a point where property line turns West, said point being the Northeast corner of the W. C. May Survey, Abstract No. 890,

Thence  $NO^{\circ} 24' W$  a distance of 3,578 feet to the Southeast corner of the Texas Army National Guard 42.39 acre tract,

Thence  $N 8^{\circ} 20' 30''$  W a distance of 691.70 feet to a point on the South right-of-way line of Jefferson Avenue,

Thence  $N 81^{\circ} 39' 30''$  E along the South right-of-way line of Jefferson Avenue a distance of 249.06 to the Northwest corner of land known as General Services Administration Land Acquisition,

Thence  $S 8^{\circ} 20' 30''$  E a distance of 330 feet to a point for G. S. A. Land's Southwest corner,

Thence  $S 44^{\circ} 41' 30''$  E following G. S. A. Land's South boundary line a distance of 2016.45 feet to the place of beginning and containing 127.39 acres of land.

SAVE AND EXCEPT

## DESCRIPTION OF 6.16 ACRES OF LAND - (Carrier Parkway Right-Of-Way)

Being a tract or parcel of land lying and situated in Grand Prairie, Dallas County, Texas, and a part of the McKinney and Williams Survey, Abstract No. 1045 and the Elizabeth Gray Survey, Abstract No. 517,

Beginning at a point on the East right-of-way line of Carrier Parkway (Formerly S. W. 8th Street) where it intersects the South boundary line of McKinney and Williams Survey, Abstract No. 1045, said point being the Northwest corner of Lot 17, Block 9, of the Indian Hills Park Addition to the City of Grand Prairie.

Thence S  $0^{\circ} 17'$  W along the East right-of-way line of Carrier Parkway a distance of 2683.0 feet to the Southeast corner of Grand Prairie Airport.

Thence West a distance of 100 feet along the South boundary line to a point in the West right-of-way of Carrier Parkway,

Thence N  $0^{\circ} 17'$  along the West right-of-way line of Carrier Parkway a distance of approximately 2810 feet to a point in the South boundary line of G. S. A. Land's 40.3 acre tract,

Thence following G. S. A. Land's South boundary line in a Southeasterly direction a distance of approximately 120 feet to the place of beginning and containing 6.16 acres of land.

Exhibit "A" to Senate Bill 1220 and House Resolution 5259, 88th Congress, as amended.

EXHIBIT "B"

## DESCRIPTION OF 65.99 ACRES OF LAND

Being a tract or parcel of land lying and situated in Grand Prairie, Dallas County, Texas, and a part of the McKinney and Williams Survey, Abstract No. 1045 and the Elizabeth Gray Survey, Abstract No. 517.

Beginning at a point said point being the N. E. Corner of the W. C. May Survey Abstract No. 890.

Thence N 89° 26' W along the North Boundary line of said May Survey a distance of 1091.0 feet to the Southwest corner of said airport, tract,

Thence, N 0° 32' 30" E a distance approximately 1162.45 feet to a point in line with the Northwest edge of the most Westerly asphalt mat extended,

Thence, N 29° 32' 30" E along the Northwest edge of said mat a distance of 981.15 feet to a point perpendicular to and 400 feet West of the centerline of the North-South Runway,

Thence N 1° 19' 30" W along a line parallel to and 400 feet west of the said centerline a distance of 1476.75 feet to a point on the South boundary line of most Western ramp,

Thence N 81° 59' 30" E a distance of 614.10 feet to a point,

Thence S 0° 24' E a distance of 3,578 feet to the place of beginning and containing 65.99 acres of land.

Exhibit "B" to Senate Bill 1220 and House Resolution 5259, 88th Congress, as amended.

Mr. WRIGHT. Mr. Chairman, the purpose of this bill is to permit the city of Grand Prairie to develop at no cost to the Government more adequate airport facilities for that city.

With your permission I should like to pass up to the committee table two photographs which will give you an aerial understanding of exactly what we are talking about.

The reason legislation becomes necessary is that this airport was originally deeded to the city of Grand Prairie by the Government of the United States with a reversionary clause stating that if this particular property ever ceased to be used for an airport that it would revert to the Government of the United States.

Now, however, the city of Grand Prairie has grown so rapidly that the growth has surrounded the airport on three of its four sides completely. Three and a half miles to the east of this airport lies Hensley Field, a U.S. naval installation. Immediately to the west of Hensley Field and between Hensley Field and the airport lies the Chance-Vought, Ling-Temco-Vought Aircraft Manufacturing Corp. Immediately north to the runway, not shown unfortunately on this aerial photograph, is a rather large water tower; and immediately, or rather some little distance to the south, lies another larger water tower.

The Federal Aviation Agency in its long-range planning has recommended that more adequate airport facilities will be needed for this town. Grand Prairie has grown from some 14,000 people in 1950, to approximately 42,000 people today.

The Federal Aviation Agency in its report to this committee on the original bill said in part, and I quote:

The interests of civil aviation at Grand Prairie would be served by enactment of H.R. 5259. It would allow the construction of a better, completely new airport without the expenditure of any city funds or any Federal airport aid program funds.

The airport could be located at a less congested site which would better allow for whatever future expansion of the airport facilities is found necessary.

What is proposed in the bill is to permit the sale of some 127 acres of the 195 acres deeded to the city. Because of the great growth in value the city can derive now enough proceeds from the sale of this property to go some distance to the south and acquire more adequate runway, clear zone facilities, and construct more adequate runways and airport facilities without any additional cost being borne.

Additionally, all rights, titles, reservations inuring to the Federal Government under the present arrangement at the present site would be conveyed to the new site so that the Federal Government would not lose its reversionary rights.

It simply would transfer those rights from the present property to the new and more adequate airport property. Originally there was a question on the part of the Department of the Army as to the appropriateness of moving and selling the entire runway because the National Guard, the Texas National Guard, has established facilities immediately to the west of that runway and is using that runway for training purposes.

An arrangement has been made, however, embodied in the new bill H.R. 6254, whereby only 127 acres of the 195 would be sold. The remaining 65 acres of that tract including that north-south runway, would be conveyed back to the Government, at no cost, of course, and would continue to be used by the Army National Guard, for its

training mission until such time as the Army National Guard might decide that it desired to move its facilities to the new site.

This removes the objection that the Texas National Guard had imposed, which objection was reflected in an original report from the Department of the Army.

Additionally, the Federal Aviation Agency wanted certain reservations made. First, in order to insure that there would be no stoppage of airport facilities they wanted to be sure that the old airport was not closed until such time as the new airport had been constructed.

This requirement is met by the new arrangement whereby the Texas National Guard, under the U.S. Army, would retain the strip, itself, and the strip could be used for commercial aviation as well until such time as the new airport facilities were constructed.

Mr. WILLIAMS. Do they intend to keep an operator on the field?

Mr. WRIGHT. It is my understanding that they do intend to keep an operator on the field. General Scott of the Texas National Guard is here, also Mayor C. P. Waggoner and City Manager Clifford Johnson of Grand Prairie.

I had thought that I might introduce them to the committee and any questions that the committee might wish to ask them they will be more than happy to answer in this regard.

The Federal Aviation Agency, second, wanted the right to approve the sale price for which this land was sold in order to make certain that it would yield enough money to build facilities without anticipating additional Federal aid.

To this agreement the city of Grand Prairie accedes willingly and happily.

Additionally, the Federal Aviation Agency wanted assurance that the city would proceed expeditiously with the construction and completion of the necessary facilities at the new site. To this, the city agrees.

So, the new bill embodies the clear provision that all properties acquired and all properties sold under the terms of this bill will be done so under the direction of the Federal Aviation Agency. Section 2 provides that:

The sale referred to in the first section of this act shall be authorized in writing by the Federal Aviation Agency after acceptance and approval of such written assurances from the city of Grand Prairie as he may deem appropriate to protect the interests of the United States with respect to the proceeds of such sale and to assure that such proceeds will be used by such city solely for the purpose of acquiring real property, improving, and operating same for use by such city as a public airport.

And subsection (b) further provides that:

Real property acquired under authority of subsection (a) shall be subject to the same terms, exceptions, reservations, restrictions, conditions, and covenants as the Director of Airports—

and I think the Aviation Agency wishes us to change that to the Administrator—

Federal Aviation Agency, after consultation with the Secretary of the Army may deem appropriate to assure that such property will be held and used by the city of Grand Prairie, Tex., for public airport purposes, subject to the same terms, exceptions, reservations, restrictions, conditions, and covenants contained in the deed.

So that I believe that everybody, the city, the FAA, and the Army will be protected. Certainly it is our desire and full intent to see that they are protected and the purposes of civil aviation in this rapidly growing city would be advanced and served.

Mr. Chairman, if I may, I would like to introduce to the committee both Mayor C. P. Waggoner and City Manager Clifford Johnson, of the city of Grand Prairie, and permit Mayor Waggoner to file a statement and to summarize briefly the position of the city.

Mr. WILLIAMS. Thank you very much.

The committee will be very glad to receive his statement and to hear what he has to say.

**STATEMENT OF HON. C. P. WAGGONER, MAYOR, CITY OF GRAND PRAIRIE, TEX., ACCOMPANIED BY CLIFFORD A. JOHNSON, CITY MANAGER**

Mr. WAGGONER. Mr. Chairman and members of the committee, since Representative Wright has covered this situation so adequately, I will file our statement which will be much in repetition and will briefly give a statement as to why I feel this bill should be passed for the benefit of the city of Grand Prairie.

(The statement referred to follows:)

CITY OF GRAND PRAIRIE,  
Grand Prairie, Tex., May 14, 1963.

Representative JOHN BELL WILLIAMS,  
*Chairman, Subcommittee of Interstate and Foreign Affairs,*  
*House of Representatives, United States of America.*

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE: I am C. P. Waggoner, mayor of the city of Grand Prairie, Tex., and I have with me Mr. Clifford Johnson, our city manager. We thank you for the opportunity to appear before this committee and discuss the proposed H.R. 5259 which was introduced by Representative Jim Wright and referred to this committee for testimony. This proposed bill was introduced to enable the city of Grand Prairie to correct a situation that can only be corrected through legislation.

For many years the city of Grand Prairie has endeavored to obtain ways and means would insure proper utilization of an old existing airport. This airport which is under consideration lies midway between the city of Dallas and the city of Fort Worth, Tex. It is located in the heart of the city of Grand Prairie and is completely surrounded by industrial and residential development. It was a private airport built by the Curtis Flying Service Corp., of New York, in 1929 for the purpose of training advanced flyers. This airport operation was unsuccessful and in 1930 it became the Grand Prairie Municipal Airport. In October 1942, this land was acquired by condemnation by the United States of America according to civil action No. 699, U.S. district court, and this property became naval outlying field No. 26803. This airport has been used since that time by various governmental agencies for many different purposes.

On May 22, 1962, the city of Grand Prairie received title to the airport which consists of approximately 196 acres, being deeded from the United States of America under Public Law 317 of the Federal Airport Act. The city requested title to this land with the desire that it could be developed and utilized as a municipal airport subject to the reversionary clause as specified under section 16 of Public Law 377. It was also stipulated in the deed that the Texas National Guard would have joint use of the landing area, taxiways, and runways together with the rights of ingress and egress for the purpose of landing and takeoff of airplanes.

The city recently employed an aviation expert to formulate a master plan for continuing development and usage for this site. After submitting the master plan to the Federal Aviation Agency, it was revealed that it would be necessary for the city of Grand Prairie to construct new runways, build hangars and other facilities in order to meet the minimum requirements of class 2 airport. In other words, the city had title to 196 acres with inadequate airport facilities and was

faced with the problem of making various capital improvements before the land could be safely used for a public airport.

In order to make the needed improvements on the airport, it appeared that it would be necessary for the people of the city of Grand Prairie to vote bonds of approximately \$350,000. After discussing this with civic leaders of our community, it was concurred that this proposal would not receive the support of the people because of our present heavy bonded indebtedness.

The city then decided to investigate the possibility of leasing the airport to a fixed-base operator and require the operator to make the necessary improvements. All possibilities along these lines have been explored and we are unable to find an operator with financial ability to make the required improvements. All other possibilities to upgrade the airport have been exhausted and it appears that the proposal which is before you today is the logical solution for development of a class 2 airport in the city of Grand Prairie. We believe that the solution which is being outlined through H.R. 5259, with the proposed amendment, is the proper type legislation because:

1. It will enable the city of Grand Prairie, through a Government-approved sale, on a sealed-bid basis, to sell approximately 127 acres out of the original transfer of 196 acres to the highest bidder.

2. With the proceeds of the sale, the city of Grand Prairie will purchase approximately 200 acres of land in a more desirable location and construct a new class 2 airport with proper facilities at no additional expense to any governmental agency.

3. Approximately 65 acres will be deeded back to the Federal Government which can be used by the Texas National Guard. (The balance of 4 acres lies within the right-of-way of an existing road across the airport land.)

4. It will enable the Texas National Guard to continue their operations without interruptions and insure them the future use of the new airport.

5. It will insure the Federal Government that a new airport will be constructed which would be under the reversionary clause as outlined by Public Law 377, section 16.

6. This is one situation where the city of Grand Prairie, the Texas National Guard, the Federal Aviation Agency, and the Federal Government would all benefit without requiring any additional tax money from the people.

I, as mayor of the city of Grand Prairie, urgently request that the members of this committee give this bill and proposed amendment a favorable vote.

Mr. Chairman, if it is proper, I would like to read the proposed amendment to H.R. 5259 into this testimony:

"SECTION IX—RECOMMENDED CHANGES IN HOUSE RESOLUTION 5259

"H.R. 5259, 88th Congress, 1st session

"Recommended amendment to section 1

"It is recommended that section 1 of H.R. 5259 be amended to read as follows:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, subject to the provisions of section 2 of this Act, the city of Grand Prairie, Texas, shall be authorized to convey to the highest bidder all right, title, and interest of such city in and to the real property transferred to such city for public airport purposes by the United States. Such real property consists of a tract of land containing 127 acres, more or less, out of the 195.82 acre tract situated in the county of Dallas, State of Texas, the exact legal description of which property is contained in the deed dated May 22, 1962, entered into between the United States as grantor, acting by and through the Secretary of the Army, and the city of Grand Prairie, Texas, as grantee, which 127 acres, more or less, is more particularly described in Exhibit A hereto attached, and hereby incorporated herein. The remainder of the 195 acre tract, consisting of 65 acres, more or less, will be returned by deed to the United States, under the control of the Secretary of the Army, by the city of Grand Prairie in order that the said 65 acres may be continued in use for the training of the Texas National Guard and other military purposes. Said 65 acres, is more particularly described in Exhibit B hereto attached and hereby incorporated herein."

Thank you for giving me the opportunity to appear before this committee to testify in behalf of this bill and people of Grand Prairie.

C. P. WAGGONER, Mayor.

## EXHIBIT A

## DESCRIPTION OF 127.39 ACRES OF LAND

Being a tract or parcel of land lying and situated in Grand Prairie, Dallas County, Tex., and a part of the McKinney and Williams survey, abstract No. 1045, and the Elizabeth Gray survey, abstract No. 517.

Beginning at a point on the east right-of-way line of Carrier Parkway (formerly Southwest Eighth Street) where it intersects the south boundary line of the McKinney and Williams survey, abstract No. 1045, said point being the northwest corner of lot 17, block 9, of the Indian Hills Park addition to the city of Grand Prairie.

Thence S.  $0^{\circ}33'30''$  W. along the east right-of-way line of Carrier Parkway a distance of 2,683.0 feet to the southeast corner of Grand Prairie Airport.

Thence N.  $89^{\circ}34'30''$  W. a distance of 1,557.3 feet along the south boundary line to a point where property line bears due north.

Thence N.  $0^{\circ}02'$  W. a distance of 138.4 feet to a point where property line turns west, said point being the northeast corner of the W. C. May survey, abstract No. 890.

Thence N.  $0^{\circ}24'$  W. a distance of 3,578.42 feet to the southeast corner of the Texas Army National Guard 42.39-acre tract.

Thence N.  $08^{\circ}20'30''$  W. a distance of 691.70 feet to a point on the south right-of-way line of Jefferson Avenue.

Thence N.  $81^{\circ}39'50''$  E. along the south right-of-way line of Jefferson Avenue a distance of 249.06 feet to the northwest corner of land known as General Services Administration land acquisition.

Thence S.  $8^{\circ}20'30''$  E. a distance of 330 feet to a point for GSA land's southwest corner.

Thence S.  $44^{\circ}31'30''$  E. following GSA land's south boundary line a distance of 2,016.45 feet to the place of beginning and containing 127.39 acres of land.

## Save and Except

## DESCRIPTION OF 6.16 ACRES OF LAND, CARRIER PARKWAY RIGHT-OF-WAY

Being a tract or parcel of land lying and situated in Grand Prairie, Dallas County, Tex., and a part of the McKinney and Williams survey, abstract No. 1045, and The Elizabeth Gray survey, abstract No. 517.

Beginning at a point on the east right-of-way line of Carrier Parkway (formerly Southwest Eighth Street) where it intersects the south boundary line of McKinney and Williams survey, abstract No. 1045, said point being the northwest corner of lot 17, block 9, of the Indian Hills Park addition to the city of Grand Prairie.

Thence S.  $0^{\circ}33'$  W. along the east right-of-way line of Carrier Parkway a distance of 2,683 feet to the southeast corner of Grand Prairie Airport.

Thence west a distance of 100 feet along the south boundary line to a point in the west right-of-way line of Carrier Parkway.

Thence N.  $0^{\circ}33'$  E. along the west right-of-way line of Carrier Parkway a distance of approximately 2,810 feet to a point in the south boundary line of GSA land's 40.3-acre tract.

Thence following GSA land's south boundary line in a southeasterly direction a distance of approximately 120 feet to the place of beginning and containing 6-16 acres of land.

## EXHIBIT B

## DESCRIPTION OF 65.99 ACRES OF LAND

Being a tract or parcel of land lying and situated in Grand Prairie, Dallas County, Tex., and a part of the McKinney and Williams survey, abstract No. 1045, and the Elizabeth Gray survey, abstract No. 517.

Beginning at a point said point being the northeast corner of the W. C. May survey, abstract No. 890.

Thence N.  $89^{\circ}26'$  W. along the north boundary line of said May survey a distance of 1,091 feet to the southwest corner of said airport tract.

Thence N.  $0^{\circ}22'30''$  E. a distance of approximately 1,162.45 feet to a point in line with the northwest edge of the most westerly asphalt mat extended.

Thence N.  $29^{\circ}32'30''$  E. along the northwest edge of said mat a distance of 981.15 feet to a point perpendicular to and 400 feet west of the centerline of the north-south runway.

Thence N. 1°19'30" W. along a line parallel to and 400 feet west of the said centerline a distance of 1,476.75 feet to a point on the south boundary line of most western ramp.

Thence N. 81°59'30" E. a distance of 614.10 feet to a point.

Thence S. 0°24' E. a distance of 3,578 feet to the place of beginning and containing 65.99 acres of land.

Mr. WAGGONER. This bill was introduced by Representative Wright to correct a situation which we feel is the only way that we can have an adequate airport and at the same time allow our city to grow in the direction in the westerly part of our city.

We have tried all types of possibilities of bringing this airport up to a class II airport and each avenue has been availed of, in the last of which we proposed a bond election and due to our bond indebtedness at the present time we knew that the bond election would not pass, so this avenue was also abandoned.

But we feel that this bill will be a proposition where everyone, including the Federal Government, will benefit at no cost to the U.S. Government.

It will enable the city of Grand Prairie through a Government-approved sale on a sealed-bid basis to sell 127 acres out of the original 196 acres to the highest bidder.

With the proceeds of this sale, the city of Grand Prairie will purchase approximately 200 acres of land in a more desirable location and construct a class II airport with proper facilities at no additional cost to the Government.

Approximately 65 acres will be deeded back to the Federal Government which can be used by the Texas National Guard and allow them to have facilities that they are now using and continue their operation. It will insure the Federal Government that a new airport will be constructed which will be under the same reversionary clause as outlined in Public Law 377, section 16.

This is one situation, as I stated before, where the city of Grand Prairie, the Texas National Guard, the Federal Aviation Agency, and the Federal Government would benefit without acquiring any additional tax money from the people.

As mayor of the city of Grand Prairie I respectfully and urgently request you consider this bill and give it a favorable vote. If there are any questions I shall be glad to answer them.

Mr. WILLIAMS. Mr. Mayor, I note in your statement you say this land was originally an airport operated by the Curtis Flying Service Corp. of New York.

Mr. WAGGONER. That is true.

Mr. WILLIAMS. Its operations were unsuccessful and in 1930 it became the Grand Prairie Municipal Airport. In 1942, the land was acquired by condemnation by the United States under civil action and so on in the district and it became a naval field.

Mr. WILLIAMS. What consideration was involved in the condemnation suit?

Mr. WAGGONER. I do not know. I cannot answer that question.

Mr. WILLIAMS. Did the city pay for the property or was it one of these \$1 deals?

Mr. WAGGONER. I am told it was \$127,000.

Mr. WILLIAMS. Then the Federal Government has at least \$127,000 in it plus presumably the cost of the maintenance and the improvements that have been added?

Mr. WAGGONER. That is true. There was one part sold off by GSA 2 years ago. I believe it brought \$87,000 to the Government.

Mr. WILLIAMS. As I understand, you plan to leave 195 acres for the Air National Guard?

Mr. WAGGONER. No, sir; it is 65 plus 42—107 acres, approximately.

Mr. WILLIAMS. What type of aircraft do they operate there now?

Mr. WAGGONER. General Scott is here. The aircraft that I have seen on the field are two helicopters and one Cessna, small Cessna aircraft. They may operate others. I know there are no heavy aircraft operating off the field to my knowledge, as far as the Guard is concerned.

Mr. WILLIAMS. Mr. Friedel?

Mr. FRIEDEL. How far away are you from the next largest city?

Mr. WAGGONER. We are 7½ miles west of Dallas.

Mr. FRIEDEL. How far from their airport?

Mr. WAGGONER. From their airport I would say approximately 10 or 11 miles from Love Field.

Carter Field is north of us, about 4 or 5 miles. We are almost directly south of Carter Field which is midway between Dallas and Fort Worth.

Mr. FRIEDEL. Are there many privately owned planes in your city?

Mr. WAGGONER. There are approximately between 92 and 100, something like that, on the field at the present time. We have a tremendous industrial development just to the west of our city called Great Southwest Corp., which has 6,000 acres in it being developed industrially.

As this develops, of course, industrial airplanes for industry will continue in this.

Mr. FRIEDEL. Where do you intend to put the new airfield?

Mr. WAGGONER. Three and a half miles or so south of this particular one. We have asked the FAA to look at this and give us a tentative answer airspacewise. They have approved two alternate sites 3½ miles south which puts us out of the pattern of Hensley Field and Carter Field.

Mr. FRIEDEL. Are there many homes near the proposed area?

Mr. WAGGONER. There are none. There are none for 3 miles. The city plans to zone easements around the new site provided this bill passes in order to prevent this situation from happening again, which we have the power to do. Our city limits extend beyond the new proposed site. So we have the power.

Mr. FRIEDEL. Thank you.

Mr. WILLIAMS. Mr. Devine?

Mr. DEVINE. No questions.

Mr. WILLIAMS. Mr. Hemphill?

Mr. HEMPHILL. Thank you, Mr. Chairman.

I just want to join the chairman in welcoming you here to the committee accompanied by our distinguished colleague, Mr. Wright. He is one of the ablest Congressmen up here and has been quite an inspiration to me.

Mr. WAGGONER. This we can agree on.

Mr. HEMPHILL. This is not Hensley Field that we used to know during the war, is it?

Mr. WAGGONER. Yes, sir.

Mr. HEMPHILL. It was a Navy field at that time?

Mr. WAGGONER. Navy and Army both are flying off that field at the present time. The two bees are adjacent to each other, Mr. Hemphill.

Mr. HEMPHILL. Aren't you practically in the traffic pattern of Amon Carter now?

Mr. WAGGONER. Yes, sir; the jets come right over our city.

Mr. HEMPHILL. That is my recollection.

Mr. WAGGONER. Of course, we think this is hazardous. I don't know what FAA thinks about it.

Mr. HEMPHILL. I want to assure you and our colleague of my support.

Mr. WAGGONER. We appreciate this. We certainly do not want to hurt any Government agencies as we stated in our testimony, but at the same time we want to allow our city to grow. I think all agree an airport within a city at this time, particularly a small airport, is not too good a situation for the city.

Mr. WILLIAMS. Mayor Waggoner, getting to the bill and perhaps Mr. Wright will be in a better position to answer the question, on page 2, line 12, Mr. Wright, it provides that:

The city of Grand Prairie shall be authorized to convey to the United States all rights, title and interest of such city to and to certain real property.

Now on page 3, line 19, you say:

The city of Grand Prairie shall convey without monetary consideration therefor to the United States that tract of land containing 65.99 acres.

Now on page 2, the city conveys presumably such interest as the city may have in this property.

On page 3, the language indicates that the city is claiming full title to the property without any encumbrance and conveying that tract of land.

I just question the difference in language. Should not the city on page 3, convey such right, title, and interest as it may have in the property rather than putting it on a fee simple title?

Mr. WRIGHT. I believe your point is well taken. This was drafted with the aid of the legislative counsel. The only encumbrance existing against the property is the reversionary clause. I think from the standpoint of draftsmanship you are exactly correct and that the language on page 3 under subsection (c) should be revised so that it would provide that the city conveys all right, title, and interest of such city in and to that tract of land. I think your point is very well taken.

As a matter of fact, Mr. Chairman, I was going to submit, and it might be proper at this point for me to submit for the record, some exhibits—exhibit A being the exact legal description of the 127.39 acres of land which the city proposes to sell and exhibit B being the exact legal description of that 65.99 acres of land which the city proposes to convey back to the Government for use by the Government in connection with the Army National Guard.

Mr. WILLIAMS. Do you think it will be necessary to nail that down by including the description of that property in the bill, itself, or is that necessary?

Mr. WRIGHT. Well, it it was my thought, buttressed by the thought of the legislative counsel, that it was not necessary to nail it down in the bill so long as it was contained in the committee records and perhaps referred to in the committee report on the bill.

However, I would have no objection to nailing it down in the bill properly if that was thought by the committee to be the appropriate means of approaching it.

Mr. WILLIAMS. I have one more question which should be raised and that is in regard to the property which is being released back to the city.

Mr. WRIGHT. 127 acres is proposed to be sold. The proceeds to be used to purchase the new land and improve it; 65 acres approximately is proposed to be conveyed by the city back to the Government that being the land on which the north-south runway exists adjacent to the National Guard properties.

Mr. WILLIAMS. Would it not be necessary, in order to clear title to that property, for us to in effect quash the reversionary clause to that property? As I understand it, the reversionary clause follows the property to the individual who may purchase it and they may find themselves out on a limb, so to speak.

Mr. WRIGHT. I think probably still a third draft of this bill should be made embodying a specific quashing of this reversionary clause so that it won't act as a cloud upon the title of the vendee, the party to whom the city would sell that property. This point was raised in the report of the Federal Aviation Agency.

Mr. WILLIAMS. Now as a matter of equity, Mr. Wright and Mayor Waggoner, it would appear at first blush that the Federal Government perhaps should be reimbursed for the investment that it has initially in the property which is some \$100,000-odd.

Mr. WAGGONER. I am told \$120,000.

Mr. WILLIAMS. Perhaps with an appreciation or less depreciation. Is it your position that the Federal Government has value received in the use of this property and as a matter of equity all parties are more or less even now?

Mr. WRIGHT. Mr. Chairman, I would take the position I believe that as a matter of equity the parties are all now even. For one thing, the General Services Administration has sold for some \$87,000—

Mr. WAGGONER. However, the city never owned it. This was a private individual who owned the property originally. The city never owned it until conveyed under Public Law 16 about a year ago.

Mr. WRIGHT. The city, in other words, did not receive the remuneration of the \$120,000 paid by the Government for the property initially. The city owns it only as a result of the granting of this piece of land under title 16 of the Federal Aviation Act—

Mr. WILLIAMS. By the Federal Government, is that it?

Mr. WRIGHT. Yes; by the Federal Government.

I would further think that a matter of equity might be considered that the Federal Government has enjoyed use of the property even since it has been owned by the city through the use of the Texas National Guard whose property lies immediately adjacent thereto and who has been using the landing strip as a continuous training mission. General Scott, incidentally, from the Texas National Guard, is here. I should like to submit exhibit C for the record, a map of the total property.

Mr. WILLIAMS. It may be received.

Mr. WRIGHT. Exhibit D some additional photographs, and exhibit E, a rather comprehensive report prepared by the Adjutant General's department concerning the history and agreement with respect to

this particular piece of property and recommending this action which leaves 65 acres for the National Guard.

The Department of the Army originally had reported unfavorably upon the original bill, not knowing of the arrangement that had subsequently been made whereby the city had agreed to leave this 65 acres and deed it back to the Government and permit the National Guard to have its continuous use.

At the proper time the committee might wish to hear Gen. James D. Scott of the Texas National Guard.

Mr. WILLIAMS. I have a few questions I would like to ask him about this. Are there any further questions of Mr. Wright or Mayor Waggoner?

Mr. WAGGONER. Thank you, Mr. Chairman and members of the committee; we appreciate the opportunity.

Mr. WRIGHT. Would the committee like to hear from General Scott?

Mr. WILLIAMS. I would like to ask him one or two questions about the transaction. General, would you identify yourself for the record, please?

#### STATEMENT OF BRIG. GEN. JAMES D. SCOTT, ASSISTANT ADJUTANT GENERAL OF TEXAS, TEXAS NATIONAL GUARD

General SCOTT. I am Brig. Gen. James D. Scott, Texas National Guard, assistant adjutant general of Texas. In this matter I represent the Texas National Guard.

Mr. WILLIAMS. General, I want to ask you first, does this proposed transaction have the approval of the authorities of the National Guard?

General SCOTT. Mr. Chairman, the Texas National Guard was in opposition to House Resolution 5259 but under House Resolution 6254 which Congressman Wright has introduced it cures the objections that the Texas National Guard had which we have worked out on a local basis with the city of Grand Prairie. We do not have any objections to 6254.

Mr. WILLIAMS. What is the length of that runway?

General SCOTT. The usable length is about 2,600 feet, sir.

Mr. WILLIAMS. What type of aircraft are flown by the Guard?

General SCOTT. The Texas National Guard operates liaison-type aircraft from the field, including fixed-wing and helicopters. We have about 15 fixed-wing aircraft and 15 of L-19's and 1 L-20, and about 8 H-23 helicopters at this time.

Mr. WILLIAMS. Do you anticipate or do you foresee any difficulties which might be encountered in connection with your operation as a result of industrial development in this immediate area with respect to zoning, that type of thing?

General SCOTT. No, sir; we don't anticipate any problems in that respect. Under this House Resolution 6254 the runway is returned by deed to the Department of the Army which will permit us to continue operations as we have been doing for the past 10 years on this same field.

The land which we now operate from which consists of 42 acres and the improvements thereon is adjacent to this runway and we do not

foresee any problem of any development which would be east of the runway which would interfere with our operations.

Mr. WILLIAMS. General, how far is this from Amon Carter Field?

General SCOTT. I would say in a direct line from Amon Carter Field it would probably be about 4 or 5 miles.

Mr. WILLIAMS. How far is it from Love Field?

General SCOTT. It is probably about 10 miles airline from Love Field, roughly.

Mr. WILLIAMS. I believe you said there was another military installation in that area now?

General SCOTT. Yes, sir; there is.

Mr. WILLIAMS. How far is it from that field?

General SCOTT. It is about 3 miles from the Dallas Naval Air Station or Hensley Field as it is usually referred to.

Mr. WILLIAMS. How far from the present field do they contemplate building the new municipal airport?

General SCOTT. About 3 to 3½ miles southeast of the present location.

Mr. WILLIAMS. That means you will have five airports operating within a radius of some 8 or 10 miles?

General SCOTT. Yes, sir.

Mr. WILLIAMS. Is that not going to create quite a number of problems in connection with the handling of traffic?

General SCOTT. Under the present situation operating from the Grand Prairie Airfield our pilots, of course, are military pilots, and they operate liaison-type aircraft and helicopters and we have had no problems insofar as air density is concerned.

Mr. WILLIAMS. That is a high-density area, though?

General SCOTT. Yes, sir. That is on the fringes of a high-density area. Of course, the Federal aviation authority has determined the limits of the high-density area. I don't know exactly how this particular spot of ground fits into it but it is on the fringes of the high-density area; yes.

I doubt that the establishment of the additional airport south of this one by the city of Grand Prairie would adversely affect our operations.

Mr. WILLIAMS. Mr. Friedel or Mr. Devine?

Mr. FRIEDEL. If this bill goes through and the new municipal airport is built, do you intend to move the National Guard to that airport?

General SCOTT. Yes, sir; there is a possibility that the National Guard would move to the new airport established by the city of Grand Prairie. The city has offered the National Guard 20 acres of land at the new airport plus joint use of the runways and taxiways.

Mr. FRIEDEL. Would you go there or would you keep an additional airport? What I have in mind is would you close your airport and go to the new municipal airport or would there be a new municipal airport and one for the National Guard within 3 or 4 miles of each other? That would mean five or six airports within an 8-mile radius.

General SCOTT. Initially the National Guard would have to continue to operate from its present airport because it does not have funds to erect new facilities at another location. Sometime in the future it might be possible that funds would be available to provide new facilities at which time we would, of course, consider moving to the new location.

Mr. FRIEDEL. It might be possible for you to move?

General SCOTT. Yes.

Mr. FRIEDEL. You do not mean it is positive that you would move to the municipal airport?

General SCOTT. I use the term "it might be possible" because we don't know what appropriations will be available to us in the Texas National Guard budget to construct new facilities.

Mr. WILLIAMS. Mr. Devine?

Mr. DEVINE. No questions.

Mr. WILLIAMS. I would like to propound a question to Mr. Wright or to Mayor Waggoner. What is the approximate estimated value of the property that is intended to be conveyed to the city?

#### STATEMENT OF HON. JAMES C. WRIGHT, Jr.—Resumed

Mr. WRIGHT. Estimates range from \$4,000 an acre to \$7,000 an acre, Mr. Chairman.

Mr. WILLIAMS. Can you fix a total on that?

Mr. WRIGHT. Let us strike a midway balance and say \$5,500. It would be somewhere in the neighborhood of \$600,000, perhaps.

Mr. WILLIAMS. In your statement you say the city might hope to realize from \$508,000 to \$989,000.

Mr. WRIGHT. Yes, sir.

Mr. WILLIAMS. It would be somewhere within that range?

Mr. WRIGHT. It would be within that approximate range.

Mr. WILLIAMS. Do you feel, Mr. Wright, that the bill as drawn would obviate the dangers of real estate speculation on this property?

Mr. WRIGHT. Mr. Chairman, I feel that the manner prescribed for the city to follow in the sale of the property would obviate that problem because the bill directs, and the city is anxious to follow this direction, that it be sold by sealed bids to the highest bidder. The publicity attendant to the action of Congress, assuming the enactment of such legislation, certainly would put everyone on notice, and in addition to this the city would publicize the sale of the property.

I am quite certain that it is the disposition and intention of the city to derive as great a revenue as they possibly can from the sale. Therefore, I feel that anyone desiring to purchase the property would have an equal opportunity to make a bid and that the property will be sold to the highest bidder.

I know of no additional restrictions or arrangements that we might make to assure that fact but certainly it is my definite intention and I am quite certain the definite intention of the city to derive as great a yield as they possibly can from the sale of the property. Certainly it would be to their interest to see that it is not sold to some speculator at an unrealistically low price.

Mr. WILLIAMS. I believe the bill provides for the sale by sealed bid?

Mr. WRIGHT. Yes, sir. Section 2(a) of the bill provides:

The sale referred to in the first section of this Act shall be authorized in writing by the Director of Airports, Federal Aviation Agency, after acceptance and approval by him of such written assurances from the city of Grand Prairie as he may deem appropriate to protect the interest of the United States with respect to the proceeds of such sale and to assure that such proceeds will be used by such city sold for the purpose of acquiring real property, improving and operating same for use as a public airport.

Mr. WILLIAMS. Is that consistent with the provisions of your State law respecting the sale of State property?

Mr. WRIGHT. Yes, sir; I believe it is.

Mr. WILLIAMS. I feel that perhaps the committee should know whether that is consistent with the State law in that as a unit of the State government, it is a municipality that is making the sale.

If not, I would like to have some discussion as to why it should not be in conformity with that.

Mr. WRIGHT. Sealed bids, I am advised, are mandatory under the city charter which is under the law of the State of Texas. I know of situations in which properties have been sold by this means of sealed bids. I know of no situation—there may be some—I know of no situation in which public bodies have sold property by a public auction in the State of Texas. Probably this is the basic difference in the statutes.

Mr. WILLIAMS. Does this require advertising?

Mr. WRIGHT. It does require advertising, Mr. Chairman. It does indeed—publication and advertisement of the property to be sold. Public notice, adequate time for the receipt of bids. It prescribes the means and method of public opening of the bids.

The provision is contained, of course, that the highest responsible bidder—I believe the law of Texas, if I correctly recall, states that the highest responsible bidder will receive the right to purchase or in the case of a purchase by the city from a bidder, the lowest responsible bidder.

Mr. WILLIAMS. Thank you.

Are there any further questions?

Thank you very much.

Mr. WRIGHT. Mr. Chairman, thank you very much for letting us impose on the time of the committee today. I am grateful for it. I know these gentlemen appreciate your having heard us while we are here.

Mr. WILLIAMS. Do we have anyone here representing the Federal Aviation Agency who is prepared to testify on this legislation? Is it the intention of the Agency to make a recommendation?

**STATEMENTS OF CHET SPURGEON, ON BEHALF OF THE FEDERAL AVIATION AGENCY, AND DOUGLAS SCHNEIDER, GENERAL COUNSEL'S OFFICE, FEDERAL AVIATION AGENCY**

Mr. SPURGEON. We submitted a statement to the committee which contains our views.

Mr. WILLIAMS. I believe your statement though, Mr. Spurgeon, had to do with the original bill as introduced?

Mr. SPURGEON. Yes, sir.

Mr. WILLIAMS. I have a copy of it here. Without objection, this will be included in the record at this point.

(The statement referred to appears on p. 2.)

Mr. WILLIAMS. Has the Agency had an opportunity to look over the amended or second bill, the revised bill?

Mr. SPURGEON. That is now in process, Mr. Chairman. We have not yet had a chance to thoroughly study it.

Mr. WILLIAMS. I would hope that the committee might receive the views of the Agency within a reasonable length of time in respect to the new bill.

Mr. SPURGEON. Yes, sir.

Mr. WILLIAMS. Are you in a position to tell us whether the Agency favors the enactment of the bill, opposes the enactment, or has no position on it?

Mr. SPURGEON. Mr. Chairman, I have Mr. Schneider here, who is from our General Counsel's Office who has followed this. I believe he can speak to this better than I. Mr. Douglas Schneider.

Mr. SCHNEIDER. I am Douglas Schneider, Federal Aviation Agency.

We are not in a position to say at this time what our position will be on the new bill.

Mr. WILLIAMS. How long do you think it will be before we can get an indication of the Agency's attitude toward the legislation?

Mr. SCHNEIDER. I think by the end of the week.

Mr. WILLIAMS. Fine. Thank you very much. I believe that concludes the list of witnesses we have.

Mr. Williamson, do we have someone representing the Army?

**STATEMENTS OF LT. COL. WINCHESTER KELSO, JR., OFFICE OF THE CHIEF OF LEGISLATIVE LIAISON, AND LONEY W. HART, OFFICE OF CHIEF OF ENGINEERS, DEPARTMENT OF THE ARMY**

Lieutenant Colonel KELSO. Mr. Chairman, I am Lt. Col. Winchester Kelso, Jr. I have with me today Mr. Loney Hart from the Office of the Chief of Engineers. Mr. Hart was prepared to testify on the original bill but the Department has not had a chance to look over the bill that Congressman Wright introduced on Monday and consequently we are not in a position to give you the Department's position at this time.

Mr. WILLIAMS. I can understand that. I would pose the same question to you that I posed to Mr. Spurgeon.

Do you feel that the Army could give study to this new bill and furnish the committee with its recommendations within a matter of days?

Lieutenant Colonel KELSO. Sir, it would probably require more than a few days because we have to go back to the district engineers in Fort Worth to coordinate it at the field level and also through the Department of Defense and Bureau of the Budget. It would probably take us at least 2 weeks.

Mr. HART. At the outside, 10 days to 2 weeks.

Mr. WILLIAMS. The committee would appreciate very much if you will do what you can to expedite that.

Mr. HART. We will see that we do.

Mr. WILLIAMS. I believe that concludes the list of witnesses on these two bills this morning.

The committee will adjourn until 10 o'clock tomorrow morning at which time we will resume hearings on the airport corporation legislation, the National Capital Airport.

(Whereupon, at 11:20 a.m., the subcommittee recessed.)



