Metro makeover more than just cosmetic change

BY RALPH R. ECHTINAW STAFF WRITER

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STAT WHITE.

It's casy to see why Metro Airport employees need a herd of
Jeep Grand Cherokees to tool
around the 6,600-acre field when
one tours all the construction
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there is a lot of mud and a
tot of goop that we need to access; ale said while piloting one
of the airport's 25 Detroit-built
Jeeps.

While bumping around in the
dirt over precipices and small
mountains, it soon becomes obvious that no ordinary car could
hack it. Photographer Jim
Jagdfeld grabbed the overhead
strap and lifted himself off the
seat because the four-wheeling action was doing a number on his
alling back.

The Jeep, with 19,000 miles on

tion was doing a number on his alling back.

The Jeep, with 19,000 miles on the odometer already, was pur-chased just last year. Lah, a Westland resident, usually drives it around, checking remote equip-ment, patrolling certain areas and inspecting the airport's four run-ways.

imals are reported on the runway, and it's her duty to run them off. Pointing to the Jeep's airen controls, she said, "I use this a lot to scare the groundhogs off the runway."

way."
With a \$930-million expansion

With a \$330-million expansion and renovation project under way, the biggest in the history of Metro, construction siles abound around the airport lately.

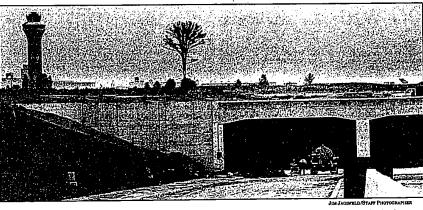
Wayne County Executive Edward McNamara believes the new-and-improved airport will bring 20,000 new jobs to the area by 2000, mostly because an increase in the number of Metro's international gates from six to at least 16 will be a boon to companies that ship goods oversees.

The new terminal, a \$336-million item, is not one of the projects currently under construction, but international travelers should benefit from shorter waits when it's done.

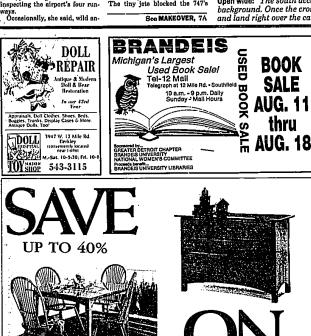
il's done.

During the recent tour, a Boeing 747 arriving nonstop from To-kyo was compelled to wait several minutes behind several little DC. 9s were queued up for take-off.

The tiny jets blocked the 747's



Open wide: The south access road tunnel looms menacingly as a lone tree and the new control tower rise in the background. Once the crosswind runway and the road under it are completed, aircraft will occasionally take off and land right over the cars passing through the tunnel.







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