

superb facilities. All, or at least the majority of the community leaders, realized that Schilling's runways were long enough and tough enough to handle any commercial aircraft in existence. If the city was to continue to grow, which they felt it would in spite of the temporary setback, airport facilities would play an increasingly important role in the community's economy. The Schilling runways and aircraft aprons could be a priceless asset. With the availability of the base, Salina would have the potential to become a terminal city on interstate routes of an aerial nature as well as being at the intersection of two interstate highways. Those individuals actively engaged in the industrial development activities of the chamber of commerce were visualizing a solid row of aviation associated industries down the east side of the Schilling aircraft aprons.

The Schilling Development Council, in cooperation with City Manager Norris Olson, arranged to have an engineering study and evaluation made of the existing municipal airport and a similar study of the airbase facilities. The studies compared operating and maintenance costs and included preliminary engineering estimates of the cost of the capital improvements that would be required within the next few years at each of the facilities. A recapitulation of the results of the studies is shown in the following tables. Only the principal items are shown.

Capital improvements costs

Old airport		New airport	
Extension of north-south runway.....	\$70,000	Relocate hangars.....	\$45,000
Land for north-south runway extension...	55,000	Relocate beacon and wind cone.....	1,000
New clearance easements.....	11,700	Floodlighting south apron.....	4,300
Rerouting Crawford Avenue.....	80,000	Modify airfield lighting.....	11,500
Additional taxiways.....	20,000	Modify runways and taxiways marking..	18,400
Additional runway lighting.....	9,000	Taxiway and apron repairs.....	5,000
Paving northwest-southeast runway.....	292,000	New T-hangars.....	60,000
New taxiways.....	27,700	Remodeling of base operations building for terminal use.....	25,000
Expansion of terminal building.....	43,500		150,200
New fire station.....	30,000		
Additional parking lot.....	6,750	Total.....	
New maintenance hangar.....	120,000		
Relocate powerlines.....	85,000		
Total.....	850,650		

Yearly operating and maintenance costs

	Old airport	New airport
Salaries.....	\$30,000	\$45,000
Utilities.....	6,000	15,000
Insurance.....	4,500	11,000
Building repair.....	2,200	5,000
Equipment repair.....	2,300	5,000
Snow removal.....	1,500	5,000
Pavement maintenance and repair.....	8,000	26,000
Total.....	54,500	112,000

In conjunction with that study, the development council office was preparing a tentative listing of the facilities at the base that they considered to be either necessary or desirable if it were to become the municipal airport. During the preparation of this listing, a very basic and fundamental concept of the future of the base was established. It was apparent that one single governmental agency would have to