

take the responsibility for the continued operation of all of the services that would be vital to the overall occupancy of base properties. Under this concept the list of facilities became quite lengthy. It obviously included all of the runways, taxiways and aprons, aircraft fueling systems, airfield lighting, weather and communication facilities, navigational aids, and similar items essential to the airport itself. The list of supporting facilities was almost as long. It included the water supply, treatment, transmission, storage, and distribution facilities; the sanitary sewerage collection and treatment facilities; the industrial waste treatment facility; on-base railroad trackage; on-base streets and street rights-of-way; overhead and underground utility line easements; electric power primary and secondary distribution systems; the street lighting system; the natural gas distribution system and the government-owned portions of the telephone system.

When the engineering report was received early in March of 1966, the comparative evaluation quite conclusively proved that the move to Schilling was economically desirable. Although year-round maintenance costs at Schilling would obviously be higher because of the more extensive facilities, the city's share of the costs of capital improvements at the old municipal airport would certainly become a sizable burden on the city. Central Airlines had given notice to the city that their planned changeover to turboprop aircraft in 1966 would require additional runway length and this item alone involved considerable moneys for additional land, relocated major roads, and the moving of a high-tension electric power transmission line.

As a result of these preliminary studies, the development council immediately contacted the Federal Aviation Agency and requested that they come to Salina and assist the community in a more detailed study of the possibilities of transferring the municipal airport operation. In the first of a series of meetings with FAA, it was pointed out that the FAA itself would have to evaluate the facilities at Schilling and their adaptability to civilian aircraft operations. The visits by FAA and their meetings with the development council and its successor, the airport authority, continued through July of 1965. On July 28, a formal application was forwarded to FAA by the development council. The application followed the format suggested by FAA and was supported by all of the data required by them. In the initial meetings it had been established that FAA could recommend to the General Services Administration that the supporting utilities and services, such as the water, sewerage, and storm drainage systems, and essential streets could be included, although they need not necessarily be in the airport area itself.

The FAA application was presented in 10 sections titled:

- Deficiencies of present municipal airport.

- Proposed utilization plan for Schilling runways, taxiways, aprons and related buildings and facilities.

- Buildings to be used for airport purposes.

- Structures and facilities (other than buildings) to be used for airport purposes.

- Buildings and structures encompassed by airport boundaries, not expected to produce revenue and included by virtue of their location.

- Utilities and services.

- Off-base facilities.