

Revenue producing buildings and facilities.

Estimated annual expenditures and expected annual income.

Master development plan for the future.

The application, which included appropriate maps, also included a detailed listing of essential off-base facilities including such items as navigational aids, water wells, water lines and water storage facilities, avigational easements, and similar airfield-associated items of property.

While waiting for FAA to review, approve, and recommend the application to the General Services Administration, the airport authority began preparing for the problems that would be involved in the transfer and which would become the responsibility of the community. Meetings were held with the local aircraft owners and pilots to coordinate the efforts of the authority with them and to keep them well informed. The authority also began the accumulation of a listing of surplus equipment that would be necessary to the airfield operation. This listing was forwarded to the FAA for incorporation in the application for the real property.

Wilson & Co. was engaged to prepare an airport master development plan for submittal to FAA; a requirement at all fields that are a part of the national airport plan.

The council's request that the instrument landing system at Schilling be included in the airport transfer became quite involved. Our request for these items was said to be a precedent and the difficulties of securing the approval of the many agencies involved were most numerous. The problem was not answered by the FAA's inclusion of the ILS system in their recommendation. As was proven in a number of other instances, it took the coordination and effort of the Office of Economic Adjustment to hold the components of the system at the base until the FAA could accept responsibility. The system was a vital concern of the airport authority since without it a number of potential commercial users of the airfield would not be interested in Salina. Similar action was necessary in the case of the control tower and the emergency airfield lighting generator.

When the FAA recommendation was sent to the General Services Administration, it was, for the most part, in conformance with the airport authority's application. FAA saw fit to delete certain areas that had been requested as a part of the airport and these areas, in a few instances, included structures from which the airport authority had expected to receive supporting income. Further, in the case of the cross-wind runway, the FAA deleted one end and its connection to a taxiway. However, the FAA recommendation to GSA did provide a most adequate facility for the establishment of a municipal airport.

The FAA recommendation also proposed that two buildings and the control tower be transferred to them rather than to the airport authority. The FAA flight service station would occupy the former rapcon building, the FAA radio transmitters would be located in a second building, and FAA would become responsible for the control tower.

The airport authority then began an evaluation of the existing hangars at the municipal field and contracted for the dismantling and reerection of two or them at Schilling and for the construction of two new aircraft hangars. The base operations building, which was