

in a sense the terminal building at the base, was remodeled and made suitable for a public airport terminal building.

The FAA flight service station will be moved to its new quarters at Schilling in the next few months. The airport authority has agreed to pay the cost of manning the control tower until the record proves that the FAA criteria for establishing and staffing a control tower has been met. It is expected that operations at the new field will quickly reach the minimum of 24,000 itinerant operations per year and that this level will be maintained for three consecutive accounting periods. At that time FAA will assume the costs of the air traffic controllers. This minimum number of flight operations had been reached in two consecutive periods in 1964 at the old airport. New airport users already include Beechcraft, Funk Aviation, and the air branch of the Kansas Highway Patrol.

The city Commission and City Manager Olson are completing plans to convert the old municipal airport into a much needed municipal golf course—the terminal building can be easily converted into an adequate and convenient club house.

The story of the airport package has not been concluded but the future appears to hold promising potentials. There is little question that the facilities at Schilling can be developed into a municipal airport that need not be second to any other municipal field in the country.

APPENDIX C—INDUSTRIAL EXPANSION

When the Salina community began to comprehend the magnitude of the economic blow involved in the closing of the base, its leaders and citizens frantically attempted to organize a concerted effort toward replacing payroll and income that had been provided by the military. Historically, Salina had been an agricultural and trade community. The closing of the base prompted the revitalization of what had been a rather half-hearted campaign to diversify the economic base of the community industrially. Community leaders and the chamber of commerce were in agreement that the greatest single potential for future development would be the utilization of the existing facilities at the base for industrial and commercial purposes. They also quickly inventoried the industrial sites and industrial parks that had been available for some time in other locations within the community.

There appeared to be sufficient land for expansion, but the problem areas seemed to be (1) lack of a coordinated professional approach (2) the need for a trained labor force, and (3) the absence of a data bank which would give prospective industries a clear picture of Salina's assets and liabilities.

The first problem was attacked through coordinated efforts of the city government, the chamber of commerce, and the airport authority.

In the case of the labor force, several significant elements were present:

The median school year completed (persons 25 years or older) was 12.3 in 1960. Thus, there was a basis of educational attainment.

Salina, as an agricultural-trade center, had not developed a reservoir of skilled industrial personnel. Only some 600-900