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FLOOR DEBATE

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LB 107, 329

important to us this year in light of some of the other things we've been discussing. I will predict, right now, the extensive failure of the property tax portion of this particular solution. So next year we will...we will deal with that. We will have numbers. We will know what's happened to the levies out there. We can talk about it with some facts in hand and we can talk about the fertilizer tax and we can renew our discussion of this particular problem. With the monitor...with the water monitoring requirements that will be coming along before very long, it's not just a matter of replacing the funds that we've lost, it's going to be a matter of consideration of additional funds either out of the General Fund or from some other source in the near future. So I believe that I will, basically, just await the events of the next year and withdraw these two amendments at this particular point in time, both this one, Mr. Clerk, and the next one.

SPEAKER KRISTENSEN: It is withdrawn. Mr. Clerk.

CLERK: Senator Bromm, FA284, Senator. (Legislative Journal pages 2213-2215.)

SPEAKER KRISTENSEN: Senator Bromm, you are recognized to open.

SENATOR BROMM: Thank you, Mr. Speaker. This is a...this is a small amendment which was LB 107 in Transportation and Telecommunications, which would delete from the Department of Aeronautics certain redundant requirements in current federal and state laws which cover the regulation of crop protection aerial applicators. This bill was heard last year in our committee, advanced unanimously, no opposition; heard again this year, advanced unanimously, no opposition. And it deals with the duplication of regulation of aerial applicators of pesticides and insecticides. Those are...they are already regulated under the Department of Agriculture regulations who certify and license for the application of pesticides, and the FFA also has their requirements on the pilots for aerial applicators. And so the Department of Aeronautics asked us two years in a row to remove this duplication. The Nebraska Department of Aeronautics has proposed this. The Nebraska Aviation Trades Association, the pilots, concur with that, of