

excitement but, by the same token, if, in fact, the research and feasibility analysis comes down to play that we would not want to participate by whatever ill aspects there may be associated with this, naturally back off our support.

SENATOR WEHRBEIN: All right, that's what I wanted to have clear. Thank you.

SPEAKER BARRETT: Thank you. Senator Chambers, on the resolution, followed by Senator Schmit.

SENATOR CHAMBERS: Mr. Chairman and members of the Legislature, I would like to ask Senator Conway a question.

SPEAKER BARRETT: Senator Conway, would you respond?

SENATOR CHAMBERS: Senator Conway, maybe you touched on this but say one of these wayports were constructed, how would that operate as far as carrying out what the purpose of the resolution indicates?

SENATOR CONWAY: Operate in terms of the ongoing daily activities?

SENATOR CHAMBERS: How would a transfer occur, a person transferring from where to where and will go where?

SENATOR CONWAY: It's my understanding, as I have read the various proposals, most of it's been in print and the like, but what I have read it appears that it would operate very similar to what goes on now, say, in Chicago O'Hare, except that it would be void to local traffic that the major metropolitan areas have, so you have the burden of both going on. It would just basically relieve the kind of traffic...if you go to New York City anymore, you typically go to Chicago, turn around and get on a different plane and redistribute, take that redistribution function out and move it out of those heavy traffic urban areas.

SENATOR CHAMBERS: How would Nebraska fit into that, I'm wondering, where...you would be going from where to where so that it would be beneficial to stop at this wayport and make a transfer. That's what I'm wondering.

SENATOR CONWAY: The ones in the Midwest, for instance, would probably...one of these would receive probably all of the