

oriental traffic, for instance, that comes into the United States and then redistributed to the airlines to take them to the major cities that they have as their final destination. Wayports are not designed to be a beginning point or a final destination point...

SENATOR CHAMBERS: I couldn't hear you. Can you...

SENATOR CONWAY: I say, wayports are not designed to be a beginning or an end, they are simply a transfer situation that most people have to experience now when they go, like I say, to New York, from here you go through either St. Louis, lay over, get on a different plane and the like, or Chicago. Southern traffic all comes up and has to transfer at Atlanta and then be redistributed. They're trying to take that redistribution function out of those urban areas that have their own activity because of that being a destination and move that activity out of those areas.

SENATOR CHAMBERS: So it would deal with domestic traffic?

SENATOR CONWAY: Domestic and foreign, right.

SENATOR CHAMBERS: Somebody might be on the way to New York and from California?

SENATOR CONWAY: Correct.

SENATOR CHAMBERS: So instead of going to Chicago or Des Moines, they would come to Nebraska?

SENATOR CONWAY: Correct.

SENATOR CHAMBERS: And where would this wayport be located in Nebraska?

SENATOR CONWAY: I assume it would have to be in an area that, by virtue of the FAA regulations, would not be an interference with any other traffic. The idea is to be able to move traffic in and out without all kinds of other congestion. So I assume somewhere outside of Lincoln and Omaha which already are controlled areas, probably somewhere out in the middle. Senator Baack signed on the bill so that people would not think it was going to be in Wayne but possibly somewhere between Senator Baack's district and my district.