

SENATOR CONWAY: So beyond that, you are in the situation whereas a pilot talks to someone, he is either in a controlled airport, such as Lincoln and Omaha, or he is talking to Columbus, that is really only the direct communication with somebody who can actually give you an observation from their vantage point?

SENATOR BERNARD-STEVENS: That is correct.

SENATOR CONWAY: And if this manned station were to come back on, it would function similar to Columbus, or simply be a singular live station dealing with that specific area?

SENATOR BERNARD-STEVENS: It would be more for that specific area. Everything would have to be still on...everything still is and would be automated to Columbus. In that particular area of the country, you would be able to direct dial, if you so desire, into the flight service station that would be put in that site.

SENATOR CONWAY: Okay, thank you very much.

SPEAKER BAACK: Thank you, Senator Conway. Is there any other discussion on Senator Bernard-Stevens' amendment? Senator Bernard-Stevens, do you wish to close, please?

SENATOR BERNARD-STEVENS: I didn't realize the amendment was actually up at this point. Is it? Okay. The amendment, which I haven't actually introduced yet, at least speakingwise, except on my speaking on the regular resolution, would simply put central and western Nebraska; that we would encourage the location to be in Nebraska, specifically, central and western where it is most needed. Senator Hillman is not quite correct. I am sure she did not mean to be not correct on the issue. I am sure she is speaking on what she knows at the time, but over the weekend, for example, I have been discussing this particular issue with other cities, and she is absolutely correct when she says only McCook and Scottsbluff went through the Nebraska Aeronautic Commission. However, other communities and other cities in the State of Nebraska have gone and are working currently, and have been working currently with the FAA in Kansas City, and they have, basically, by-passed the Nebraska Aeronautics, working directly with the FAA in Kansas City. Consequently, since that is where the decision will be handed