

airports, receive engineering and technical service from the department, cooperate with the department in the development of aeronautic facilities in the states and use other state facility resources to that end; receive final assistance from the department in the development, operation, maintenance of their facility, along with public owned facilities; receive the assistance of the department through designation of agents for the public airport in seeking and receiving federal and other funds for airport construction, improvement, maintenance and operation; receive the benefits of the...benefit of the state assistance in making contacts and letting bids for airport construction improvement projects. Because of the importance of privately owned public use airports in providing much needed facilities in the conduct of aviation in the state, this legislation is necessary to permit those airports to stand equally with public owned facilities in relationship to the state and with its agencies in their ability to receive whatever federal funds and assistance is available. Would be glad to answer any other questions.

SENATOR HALL: Thank you, Senator Hartnett. Senator Wesely, on the motion to advance.

SENATOR WESELY: Thank you. Mr. President and members of the Legislature, I have just been informed as of this morning that there were continuing concerns about the bill from the Lincoln Airport Authority, and...but because of consent calendar I'm not going to take a lot of time but just to express some of the concerns that I've heard and then I would be happy to work with Senator Hartnett on this. But, for instance, currently there's something like \$700,000, as I understand it, that they get in these fuel taxes that come into this fund and the Lincoln and Omaha Municipal Airports are capped at \$100,000 in getting money from this, and they have twice as much demand for that 700,000 as they've got money for. So there's already in the public airports more need for assistance than they're getting money for now and now we're going to expand to allow for these privately owned but publicly utilized airports and so there will be even greater demand for no greater amount of money. And the question is, will we harm the public airports in order to assist now these private but publicly utilized airports? And one of the other concerns I have, and you know the old Lincoln and Omaha thing, but Lincoln and Omaha put in something, somebody was guessing that 90 percent of the air traffic is through the Lincoln and Omaha airports, but Lincoln and Omaha can only get