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governmental purpose and that would be then subject to tax by the lessee...to the lessee. It isn't within the scope of an airport authority to grow alfalfa or to...soybeans or corn or whatever you're doing out there.

SENATOR C. PETERSON: Okay, the same part then, when you mentioned the hangars that were being leased to, say, private people, you felt, and again this is, if I understood right, that that would be somewhat more adaptable to the public use of an airport because it would, in essence, bring in planes that then would use the runways and pay revenue for that.

SENATOR CUDABACK: One minute.

SENATOR WICKERSHAM: Yeah, I think you can...I think you can make an argument for the exemption of the lease of the T-hangars as a public purpose. I would analogize that to the public housing authority if that that doesn't seem such a stretch. A public housing authority has to have buildings and has to lease portions of those buildings to low-income housing or low-income individuals in order to carry out its purpose.

SENATOR C. PETERSON: Okay, could you, one more question, and I would just...I guess I'm asking more for a personal opinion on this. When we talk about the airports using this revenue to offset...to defray their costs and the issue came back to shifting the tax burden, using the revenue to defray costs. You do not feel, or how would you describe that in terms of what the public use would be? Is that a reasonable consequence or should that not be considered as part of the public purpose?

SENATOR WICKERSHAM: I don't think that should be considered a part of the public purpose in some...

SENATOR CUDABACK: Time. Thank you, Senator Chris Peterson. Senator Smith, you're recognized to speak on the amendment.

SENATOR SMITH: Thank you, Mr. President, members. I have even more questions and I think this is just indicating the complexity of the bill, obviously, as many members have mentioned, but I have some concerns in general if Senator Wickersham would yield.