

(start belt #10)

that they have and give we people of the state of Nebraska more benefit from aviation in Nebraska.

PRESIDENT: Alright, the motion is the Duis amendment, all those in favor vote aye, those opposed vote nay. A simple majority. Have you all voted? Clerk shall record.

CLERK: 14 ayes, 17 nays Mr. President.

PRESIDENT: Motion lost.

CLERK: Mr. President, mostion on the desk.

PRESIDENT: Clerk will read.

CLERK: I move to indefinitely LB434, signed Senator DeCamp.

PRESIDENT: Senator DeCamp?

SENATOR DECAMP: Mr. President and members of the Legislature, it gives me great pain because Senator Waldron, of course, is my old roommate from my first year down here, we shared many happy moments together but Senator Waldron knows that this bill would be very, very bad for outstate Nebraska and in the several years that this bill comes up each year, the airlines comes in very well lobbied on this particular issue, and the point that has been made why we need this bill is that if this money actually went into Omaha airport, that would all be fair and good, but actually the money goes into a lot of airports outstate Nebraska. Like Nelligh, O'Neill, Milford or wherever. Well what they don't apparently recognize is that the Omaha airport is merely the head or the main part of a body of the whole airport system and that the money that goes into pay this gas tax in the Omaha airport, isn't just from Omaha as it has been pointed out, it comes from all over the state and the whole Omaha airport is just the main part of the system, it brings us passengers, its customers, it is just the main part of the whole state system. And so it is very proper that this money should be distributed to maintain the rest of the body. The suggestion that the \$68,000 figure is the only thing of importance is actually the least important factor. As Senator Cavanaugh and some of the others brought out, it is going to seriously effect the distribution and the administration receipt of federal funds in this whole thing. And so what we are going to have is a very serious destruction of a lot of the smaller airports of outstate Nebraska and a little bit of benefit to a few airlines. Now Nebraska does have one important commodity that they can sell in the airlines industry and that is our location. We are right in the center, approximately, of the United States and when people are going on a long trip major airlines have to stop here and refuel. So that is a geographical asset that we have a right to take advantage of. So it is not unreasonable that we should have a tax that sells this particular advantage. If we happen to have Lake Michigan at our shores, I am sure that we would like Michigan and other states, would have these kinds of assets, we would take advantage of them. And that is all that we are doing in this gas tax thing. So I would have to suggest that we indefinitely postpone this bill, and maintain the integrity and ability of these airports in outstate Nebraska to keep benefiting the Omaha airports.

PRESIDENT: Senator Waldron?

SENATOR WALDRON: Mr. President, I just want to rise briefly to oppose this amendment and point out one additional factor. In Nebraska in 1973 there was purchased approximately 29.5 million gallons of airplane fuel of one kind or the other. The airline, the actual airline people, the ones who carry passengers, purchased 20.5 million gallons, that is 2/3 of it came from the