

## **Wilhelm, Gayle**

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**From:** James R. Carpenter [jim@carpenteraustin.com]  
**Sent:** Wednesday, April 01, 2009 6:14 PM  
**To:** McDonald, Ronnie ; Wilhelm, Gayle ; Dildy, Lee  
**Subject:** LOI-SouthernCareers-Bastrop-CTA.pdf - Adobe Reader  
**Attachments:** LOI-SouthernCareers-Bastrop-CTA.pdf; New general aviation reliever airport

Judge, Commissioner;

A couple of things have occurred in the last few days and we wanted to share with you the fact that Central Texas Airport has a unique plan and business model based on existing opportunity that can quickly adapt to anticipated new opportunities as they occur. The cities of Pflugerville and Round Rock have embraced the newly redeveloped Birds Nest Airport and I think it is important for the Bastrop community to understand that a whole wave of new businesses and industries are coming to this central Texas region to escape state income taxes and financially depleted economies in other areas of the country. SH 130 is the target - transportation and utility infrastructure assets will be needed to compete and capture the desired business prospects.

Attached is a copy of the letter of interest from Southern Careers Institute in pursuing a prospective new school at Central Texas Airport. These are the only copies that have been released since we had planned to introduce this important business and educational element at the initial public meeting when you are ready for us to do so. If you believe it would be helpful to our effort to use this letter to demonstrate the broader benefits of what CTA means for the community and educational interests, then use it at your own discretion.

CTA has a critical need to demonstrate an available long-term supply of trained and FAA certificated labor, in order to successfully secure advance commitments from companies that we already have interested in relocating or expanding to Bastrop. A key component to our business model is to attract our own trade, technical and vocational training school at CTA where the the real training laboratory exists in our on-field and off-field (adjoining business park) businesses. Expensive school facilities can be minimized by partnering with the potential employers and establishing internships in modified areas of their facilities. There are wide educational needs beyond aviation maintenance. Examples of some of the career paths for students of the Elgin, Bastrop and Del Valle ISD's are: aviation repair, aircraft and systems inspection, certification & compliance, maintenance, restoration, and a wide range of other support services from accounting, insurance, flight crews and attendants for corporate aircraft or fleet operations.

We have no intention of publicly disclosing a proprietary private airport business, corporate business recruitment and municipal finance model so that Birds Nest, ABIA or others can find out what we are doing. Today is a very competitive environment and if you utilize private capital to construct public use infrastructure and allow the public access to these assets you must be able to impose restrictions and controls that do not violate the private return on investment principles or impose business risk that would not otherwise exist.

The other attachment is the hurried press release on the Birds Nest Airport redevelopment. This airport underwent a burdensome development review and approval process within the Austin ETJ that caused them to build a project with severe operational, marketability, and larger commercial aircraft insurability problems. The current new runway is 4,400 feet and they are rushing to get Austin's approval to extend it to 6,025 feet because of the CTA project. You cannot land the business jet class aircraft that CTA has specifically targeted on less than 6,000 feet. That length is tight but meets current commercial business insurance requirements on most of the currently

certified business jet fleet. Birds Nest has an existing major electric transmission line and switching station on its north side and after they already had purchased the project, had its site development plan approved and under construction the LCRA approved its new Zorn-Hutto 345-kv transmission line along the east boundary of SH 130 directly off the landing end of the runway 13 (130 degrees). The height of the line is going to be lowered from 180' to no higher than 100' (equivalent to a line of 10-story buildings) which is documented in the SOAH hearing examiner's minutes as an established hazard to aircraft at Birds Nest. The City of Austin is now helping Birds Nest with an accelerated review and approval for the extension which they did not do on the previous site development permit. We wonder why?

Birds Nest is good for the regions' general aviation business as well as CTA and Bergstrom because they target and will handle a class of aviation that neither of us want. We are not going to publicly discuss its problems because of that fact and will assist them by directing aircraft that are better suited at Birds Nest to them. It appears that they are now trying to change their business plan and compete for the private, business and corporate jet class aircraft that CTA targets. They will have problems there and it won't be long before its problems are discovered by those pilots and insurance carriers. CTA is recruiting its aircraft fleet from outside the Austin region with proprietary marketing and business model that focuses on the bottom line of cost and availability of whatever level of services you want to pay for. CTA will be the boutique jet business center that is not seeking smaller aircraft unless it is of financial benefit to CTA or supportive of the existing Bastrop community and its new businesses. We won't turn away facility access or use to our community but we will maintain our tight restrictions as to use of the facilities, type of aircraft and use, and operational activities within the CTA airspace. This is how we protect our own real estate assets at ground zero and the surrounding community. The region's maintenance, repair, sales, leasing, charter, air ambulance and medical evacuation and mercy air flights will be recruited to CTA. Prospective other area developments will expect this level of service accessible from all points national and inter-continental. That is why we have 8,000 feet. We are not competing with ABIA or Birds Nest but they don't know exactly what we are doing and we don't intend to tip our hand until we have our baseline maintenance and repair business contractually committed at CTA.

Thank you for your time and assistance;  
Jim Carpenter

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March 30, 2009

Mr. James R. Carpenter, President  
Carpenter & Associates, Inc.  
925-B S. Capital of Texas Highway  
Suite 115  
Austin, Texas, 78746

Re: Central Texas Airport - Job Training Needs  
in Bastrop County

Dear Jim;

Thank you for your interest in Southern Careers Institute. We appreciate your thinking of us in your effort to pair trade, technical and vocational training with the businesses that have indicated their interest in moving to your proposed new airport in Bastrop County.

Although Southern Careers has not previously provided curricula and training directed towards aviation related fields, we are always looking for new market opportunities where there is an unmet need. You mentioned that some of the businesses that have indicated a desire to move to Central Texas Airport already have arrangements established with schools and colleges in their areas. This would indicate that a business model is already in place that could serve as the framework for our establishing a similar structure.

You also indicated that the school districts in the immediate vicinity of the Central Texas Airport location presently have a high number of economically disadvantaged students and families. While this factor is an obstacle for many advanced educational prospects, Southern Careers does have several avenues for financial assistance for its students. This assistance may range from school loans, federal loans, and grants or scholarships.

As I mentioned to you in our conversations, Southern Careers like other accredited career schools is limited to opening one new school per year. The Bastrop area may have encountered this factor as an impediment by other schools not previously locating there; as we all must weigh the business practicalities of our limited opportunities against the best available options.

Please consider this our letter of interest in continuing to work with you, meeting with area school district officials and meeting or discussing the specific needs of your prospective new company relocations or expansions. We look forward to receiving the information and materials on Central Texas Airport.

Sincerely,



David H. Meck, C.E.O.  
Southern Careers Institute