

### Questions About CTA

Did CTA tell us it is beneficial being a privately owned airport servicing corporate jet, corporate prop aircraft and some general aviation aircraft?

Did CTA say the benefit being private is that it does not have to await all FAA Regulatory oversight and approval processes?

Is it true that CTA, being private, does not have to demonstrate compliance to all FAA rules?.

Does CTA have to wait on certification delays by the FAA?.

*Are such benefits to CTA also a benefit to the residents of Bastrop County?*

**In addition, the following questions should be better framed, asked and answered.:**

1) Is CTA planning an FAA NPIAS airport ?

Did CTA call its planned airport a “reliever” airport ...2) Does it mean a reliever airport in the FAA definitional sense of terms?

3) CTA says it has already had airspace reserved and approved by the FAA ...Under what authority and at what level of authority ?

4) It says that CTA’s airport is or will be compliant or exceeds every FAA and DOT requirement had it been a public airport? Has it shown this already to an independent evaluator?

5) What authority, if any, has agreed that CTA airport exceeds FAA noise abatement requirements?

6) What authority, if any, has agreed that CTA airport expected aircraft will not exceed FAA/EPA suggested noise levels.?

7) What authority if any, has been shown proposed instrument approach procedures that meets FAA facility standards ?

8) What authority, if any, has shown the proposed airport does meet FAA safety standards ?

9) What authority, if any, has shown the proposed airport will meet homeland security requirements?

10) What authority, if any, has shown that the proposed airport will meet fire and emergency response standards.

11) What is the airport expectation that noise greater than 55 decibels will not occur or impinge on property adjacent to airport or under airports planned flight paths ?

12) What is the airport expectation that noise greater than 65 decibels will not occur or impinge on property adjacent to airport or under airports planned flight paths ?

13) What airport security will monitor access to airport structures and ramps –Who or what authority verifies the CTA plan is compliant with post 9-11 security?

14) Where would the outer approach path markers be geographically located for instrument approaches to the Northerly runway?

15) Where would outer approach path marker be located for instrument approaches to the Southerly runway ?

16) What altitude would aircraft be at (AGL) approaching these outer markers?

17) What departure hold downs would keep departing aircraft at so as to fly under allotted Bergstrom Space.?

18) What specific jet airplanes and engines is CTA planning for?

What noise decibels do these expected engines generate at various power –approach dirty and rated take off power ?

What is noise attenuation in decibels per 1,000 ft altitude Navy standard Day at 500 ft MSL (Austin Alt) ?

They say that a business tax rate exceeds the current Farm Land Tax Rate – This is true.  
The web states that CTA would like a favored Tax Status.

19) The question is what is the effect of CTA presence on surrounding residential land vales and taxes? .

20) The website suggests the new airport will create 40,000 + jobs in the area as a result of the airport. How is that figure arrived at?

21) The Racing Formula One is an new and valuable addition since last years presentation and is quite interesting . Is Austin to get that business and Bastrop not ?

Very Respectfully,

*Pappy*

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