



U.S. Department
of Transportation

**Federal Aviation
Administration**

May 12, 2010

Central Texas Airport
Attn: James Carpenter
925-B South Capital of Texas Hwys
Suite 115
Austin, TX 78746

Federal Aviation Administration
Fort Worth, TX 76137

RE: (See attached Table 1 for referenced case(s))
DETERMINATION OF LANDING AREA PROPOSAL

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2010-ASW-354-NRA	2008-ASW-1292- NRA	AUSTIN, TX	30-11-55.17N	97-27-11.66W	0	405

Description: Proposed new Public Airport, Central Texas Airport. Airport Sponsor has revised the runway length and orientation (bearings) since prior studies 2008-ASW-1292-NRA and 2007-ASW-751-NRA.

We have determined that the proposed public use landing area, will not adversely affect the safe and efficient use of the navigable airspace by aircraft, provided:

- All operations are conducted in VFR weather conditions.

We recommend that:

- A clear 20:1 approach slope be established. If there are obstructions that penetrate the 20:1 approach surface, they should be removed or lowered. If the penetrating obstructions cannot be removed or lowered, we recommend that the thresholds be displaced and appropriately marked, so as to provide a clear 20:1 approach slope surface to each runway end.
- The centerline of an airport runway should have a lateral separation of at least 60 feet from roads and other objects for aircraft with approach speeds less than 50 knots and 120 feet for airplanes with approach speeds of 50 knots or greater.
- Since previous landing area notifications submitted to the FAA identified a request for Instrument Flight Rules (IFR) procedure would be pursued, orientation of the runway should be the same as the runways at Austin-Bergstrom International Airport (if future IFR procedures are anticipated).

Please note that roads are defined as obstructions by FAR, Part 77. Private roads are the greater of a 10 foot obstruction or the highest mobile object that normally traverses the road. Public roads are considered a 15 foot

obstruction, interstate highways are a 17 foot obstruction, railroads are 23 foot obstructions and waterways are the highest mobile object that traverses the waterway.

It is essential that each airport runway threshold meet the siting standards shown in Figures A2-1, A2-2, and A2-3 of FAA Advisory Circular (AC) 150/5300-13, Airport Design.

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Please notify the FAA within 15 days of completing the landing area by calling the FAA Area Flight Service Station (AFSS) serving your landing area to let them know you are activating the landing area while the Airport Master Record Form is being processed. Please tell the Flight Service Station representative that you have received an aeronautical determination from the FAA, and supply them with the name of your landing area and the coordinates.

Please return the enclosed Airport Master Record form to this office. When the processing of the Airport Master Record form is completed, your landing area will have a site number and a permanent location identifier. Indicate whether or not you would like to have your landing area shown on aeronautical charts. Charting also depends on the amount of "clutter" already on the charts near your site.

In order to avoid placing any unfair restrictions on users of the navigable airspace, this determination is valid until November 12, 2011. Should the facility not be operational by this date, an extension of the determination must be obtained by 30 days prior to the expiration date of this letter.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structures and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreement, or other means.

This determination does not preempt or waive any ordinance, law, or regulation of any other governmental body or agency.

Enclosures:

- Airport Master Record form, Tables A2-1 thru A2-3

If you have any questions concerning this determination contact Glenn A. Boles, , (817) 222-5627,
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