The posts below, were originally published in 2010 on the stopcta.info "Factoids" blog. Note that many of the verification links to the original sources no longer exist due to technological 'advances' and the demise of local news publications, many through corporate media acquisition. RIP community news. **SEPTEMBER 2010** 

Saturday, September 25, 2010 Commissioner Dildy says it all

used for commercial purposes.

Sunday, September 26, 2010 **CTA waits for County OK** 

Sunday, September 26, 2010

tracks.

Airport incentives approved

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\_\_\_\_\_

Monday, September 27, 2010

Playing catch up

OCTOBER 2010

Friday, October 01, 2010

**Economically Disadvantaged?** 

proposed Central Texas Airport in these words:

See: https://www.stopcta.info/docs/381.pdf

has been considered to be economically disadvantaged."

Posted by noairport at 14:57:30 in Costs, Players, Voices, stopcta

22,000 acres of the surrounding Airport Compatibility Zone.

hayfield into an aviation/industrial boondoggle.

\_\_\_\_\_

Sunday, October 03, 2010

going to impact your quality of life?

neighborly and 'Green' that is?

plant sited along the Colorado River.

Yup. You guessed it. The Colorado River.

\_\_\_\_\_\_

stupidity from which no 'party' is immune.

Isn't being 'Green' the coolest thing?

Monday, October 04, 2010

It's not political!

PLEASE HEAR THIS:

Now, let's get to sewage.

other 'material'.

**Runups & Runoffs** 

Associates may have the full measure of THEIR 'property rights'.

\_\_\_\_\_\_

Saturday, October 2, 2010

**Property Rights** 

"If I lived out here, I wouldn't want it either." ~Lee Dildy, Commissioner, Precinct 4, Bastrop County, at the April 20, 2010 meeting of the Lazy River Neighborhood

Watch Posted by noairport at 12:39:31 in News

What were they thinking!?

Sunday, September 26, 2010

how this would bring phenomenal economic growth to Bastrop County. And they fell for it.

chose to do so eludes the thinking (wo)man on the street. Most likely they were presented with some great PR about In Suzannah Gonzales' March 29, 2009 Statesman article 'Plans for airport in Bastrop worry neighbors' Judge Ronnie

The county has played a pivotal role in setting the proposed Central Texas Airport project into motion. Just why they

McDonald is quoted as saying "... county officials are weighing the pros and cons of the project, making sure it's not going to adversely affect the community, schools or residents".

of those communities who will be trading sounds of nature for jets thundering overhead? And how is an approaching 737 possibly flying as low as 900 ft. over Bastrop's shiny new high school NOT going to affect students?

Just how is imposing an Airport Compatibility Zone on 20 established subdivisions NOT going to adversely affect residents

The good citizens of Bastrop county were not invited to the negotiation table or asked for any input into this project. Yet Carpenter & and Associates were granted an evening public forum in April 2009 to present their proposal. The public was invited but only as 'spectators' not participants. One and a half years later, we are still waiting for the opportunity for public participation that the Commissioners Court promised at the Carpenter & Associates' presentation.

The 381 Agreement was signed in June of this year without any public input. It seems that in Bastrop county money talks and 'we the people' don't count for much. All of which points to a double standard. When citizens approach the Commissioners Court for relief from one harm or

another, they are frequently advised that "the court has very limited authority". Obviously, that isn't really true. When it comes to enabling corporate schemes that could negatively impact taxpaying citizens as they did through this 381 Agreement, the Court seems to have plenty of authority.

Posted by noairport at 23:42:29 in Players, County, Voices, stopcta

\_\_\_\_\_\_ Sunday, September 26, 2010 Plans for airport worry neighbors

"Plans for airport in Bastrop worry neighbors", a March 29, 2009 Statesman article by Suzannah Gonzales, is worth a

read if you haven't already. It has some good background information on Jim Carpenter, a summary of official positions and an overview of what else is going on in the area etc.

See: https://www.stopcta.info/docs/press/0329bastrop.html

Posted by noairport at 21:51:30 in News, Media, Looking back, Costs, Players

Sunday, September 26, 2010 Bastrop airport moves ahead

PR surrounding the signing of the 381 Agreement in the Austin Business Journal. Planned \$150M Bastrop airport moves ahead Austin Business Journal June 15, 2010

A \$150 million private airport slated for western Bastrop County moved forward this week, garnering commissioners' unanimous approval Monday for tax rebates and incentives to the company building the center. Under the '381 Agreement', developer Jim Carpenter & Associates Inc. would be rebated 75 percent of local property taxes for 30 years. The county would reportedly still receive more from the remaining 25 percent paid then it currently receives annually from the property, which is estimated between \$99,000 and \$120,000.

Under terms of the agreement, the 600-acre Central Texas Airport near the intersection of FM 1704 and 969 could not be

million square feet of industrial space. Construction is set to begin June 30, 2012 or earlier, and finish some time before the same date in 2014, pending county design approval.

See: http://austin.bizjournals.com/austin/stories/2010/06/14/daily13.html

Posted by noairport at 22:11:21 in News, Media, Looking back, Players, Developer, County

'Central Texas Airport waits for County's OK' from March 19, 2010 is basically a love fest

Posted by noairport at 22:02:51 in News, Media, Looking back, Players, Developer, County

Posted by noairport at 23:42:05 in News, Media, Looking back, Players, Developer, County

The airspace will be part of the 1,200-acre Green Corporate Centers, which Carpenter previously said will serve as a showcase for renewable and sustainable energy technology companies supporting the airport. It could include 4 to 5

between Jim Carpenter, Commissioner Lee Dildy and the Elgin Courier. It could be argued that some of the information presented is misleading to say the least. See: https://www.stopcta.info/docs/CTA\_waits.pdf

After the signing of the 381 Agreement, Suzannah Gonzales wrote a follow up on the proposed airport - 'Bastrop' commissioners approve incentives for airport'. See: https://www.statesman.com/news/local/bastrop-commissioners-approve-incentives-for-airport-747636.html.

Sometimes folks will say "there's nothing we can do. It's a done deal". Well, that's just not true. Not only are there legal remedies but as stated in this article, "The airport is far from a done deal — parts of the project still must be approved by the county and federal regulators . . . ". It won't be easy, but there are plenty of ways we can stop this project in its

If you're unfamiliar with this issue, please take a look at the series of media articles that have been posted the last few days. They will introduce you to the players and history of the proposed CTA project. Additional articles will be posted as they break or if we find one we missed. Posted by noairport at 23:02:35 in News, Announcements

The '381 Agreement' crafted by Carpenter & Associates' corporate attorneys describes the area surrounding the

"... the project will stimulate economic development within an area of Bastrop County that is or

in order to justify the imposition of their vision of 'economic development' - asphalt, pollution and most importantly corporate profits. They don't care a whit that residents in the neighboring area might not consider themselves at all 'economically disadvantaged'. That in fact many have come to the area to escape the consequences of urbanization and economic development elsewhere.

Not every square inch of the earth needs to be utilized for industrial 'economic development'. There are other models

What does that phrase mean to the citizens of western Bastrop County near the proposed Central Texas Airport?

It means that Bastrop County may 'take' some of YOUR control over YOUR property to ensure that Carpenter &

It means that the 'property rights' of Carpenter & Associates within the 1100 acre proposed Central Texas Airport and 'Green' Corporate Center' site are superior to the 'property rights' of taxpaying property owners in the approximately

It means that YOUR property valuation will decrease while Carpenter & Associates reaps the benefits of developing a

It means that the CTA may pollute YOUR property with noisy low-flying aircraft that will destroy YOUR quality of life.

for land use that benefit communities of living, breathing citizens not just corporate profits.

You'd think the Bastrop County Commissioners would know better by now. Hopefully, they'll get a clue.

'Economically disadvantaged'? Give me a break! Anybody with half a working brain cell should see right through that corporate-speak. With those two words, Carpenter & Associates has marginalized the 'victims' of this corporate scheme

"Good fences make good neighbors." However, you can't fence out noise, air and water pollution, and economic ruin brought to YOU by the CTA. Demand that the Bastrop County Commissioners Court carry out their responsibility by recognizing and defending YOUR rights before kowtowing to an outsider's corporate agenda. Posted by noairport at 03:27:49 in Costs, Quality of life, Property, Players, Voices, oracle

The culprit is 'static testing' which is just one of the servicing options that Carpenter & Associates is planning to offer at the proposed 'Green' Corporate Center complex. You see, when jet aircraft engines have completed their servicing, they need to be 'runup'. During a 'runup' the aircraft is immobilized and the engines tested at various throttle settings. This is VERY noisy and sound will undoubtedly reverberate up and down the Colorado river corridor and beyond. Don't you just love how

Carpenter & Associates estimates that at full capacity up to 43,000 people will be working at the 'Green' Corporate

Center. Consider this . . . 43,000 people flushing a low flow toilet twice a day will produce 129,000 gallons of water and

As far as we know, the 'Green' Corporate Center has not filed for or been granted a permit for a wastewater treatment

Here's how it's usually accomplished. An on site facility would separate the solids from the liquid. Solids would likely be trucked out (making the pollution someone else's problem). Then the remaining liquid would be treated with toxic and dangerous chlorine gas (which will have to be trucked in on FM 969 and stored on-site). The partially treated liquid would

So ya'll think that the roar of large low-flying aircraft going in and out of the CTA will be the only big noise issue that's

Nope, not even close. There'll be a LOT of noise generated on the ground between flights too!

It's gotta go somewhere. Just how will the 'Green' Corporate Center get rid of it?

So, there's ONLY one option . . . evapotranspiration. Yikes! That's a big word!!

then be sprayed on open areas within the complex filling the air with a unique perfume.

If the sun doesn't shine and it rains, guess where the runoff of the contaminated liquid will go?

Posted by noairport at 14:51:41 in Costs, Quality of life, Environment, Voices, oracle

The proposed Central Texas Airport is NOT a political issue. It is a quality of life,

Posted by noairport at 04:15:17 in Players, Developer, County, Voices, stopcta

foolish because it seems this man is hell bent on building an airport.

to determine a base noise level for the areas surrounding the airport.

severely impacted by this project it is only prudent to do so.

\_\_\_\_\_

Saturday, October 09, 2010

What's going on in Bastrop County?

water, pate and poodle-grooming supplies.

people on the ground from hazards.

That airport has 'private security'.

Monday, October 11, 2010

Then and Now

Agreement.

Monday, October 11, 2010

As promised, now we're gonna get 'legal'.

Do ya'll want to take that chance? Not me.

Google is your "friend".

The CTA isn't.

sound-proofing measures for homes, schools, and churches.

Wheelin' & Dealin' II

Capitol . . . or some really USEFUL building?

representatives are in YOUR corner? Yeah, right . . .

Posted by noairport at 04:01:29 in Players, Voices, stopcta

the 'help'.

Wheelin' & Dealin'

Bastrop County for approval and those plans are going to be scrutinized very closely.

protect the citizens and resources of Bastrop county not to put them in harm's way.

\_\_\_\_\_\_

investors. No airport. It's as simple as that.

Wednesday, October 06, 2010

happened to that!

environmental and land use blunder of gigantic proportions that cuts across all party lines.

In this case, Carpenter & Associates corporate attorneys penned the infamous 381 Agreement.

See: http://www.bt.cdc.gov/agent/chlorine/basics/facts.asp This would go on regardless of the weather, 24/7/365, rain or shine. Problem is that sunlight is needed to kill the remaining pathogens in the partially treated liquid.

See: https://www.stopcta.info/docs/381.pdf In all fairness to the County Commissioners, they did send it back and forth a few times to address points undisclosed to the public. But all too readily and without ANY public input, they unanimously agreed to sign it. Considering that the Court had legal counsel, we are baffled that they seem to have missed including any restriction on

the length of runway, the size of aircraft allowed or possible use of the facility as a cargo hub. If those issues are

There's no denying that our elected officials who are supposed to be protecting us are aiding and abetting this ill-advised

plan. But newsflash . . . that's the way the system works. 'Politics' seems to be in the throes of an institutionalized

Not a done deal! When talking about the proposed Central Texas Airport, a common attitude is that 'it's a done deal'. Well, we don't think so! For starts, Carpenter & Associates doesn't even own the land yet! The real estate is under contract but don't assume it's

In addition, there is a bit of backstory that might make investors wary. Remember the proposed Manor airport that fell apart when Robert Mueller moved to ABIA? Well, that was another one of Jim Carpenter's grandiose plans and look what

But don't assume that because the Manor airport failed that this one is bound to fail too. That would be naive and very

Even if the money appears and the contracts close it's still not a done deal. Final plans have not yet been submitted to

Although an 'Environmental Impact Statement' (EIS) is not required because there is no federal funding involved, there is a very real possibility that at some point one will be ordered. Since the Colorado River and surrounding habitat will be

Two other studies should also be done. One to assess the impact of increased traffic on FM969 and FM1704 and another

Perhaps the Bastrop County Commissioners will step up, take responsibility for the deficiencies in the 381 Agreement that make this airport nightmare a very real possibility and put this project to rest. After all, their job should be to

watch the F1 races in Elroy, but DOESN'T PROTECT US against a cargo jet of the same size carrying their damned Perrier

We're also 'protected' against those meddlesome folks at the FAA with all their rules and regulations that crimp those

Now, let's talk security . . . private security. This is another 381 legal flub. The CTA will have NO TSA presence, so as to 'streamline the airport experience' for these idle-rich-tourists so their sensitive Bordeaux wines won't get manhandled by

Do ya'll remember Joe Stack? He loaded his Cessna with a full drum of aviation gas, set it on his passenger seat, took off

This 'crack' legal team exempted the CTA from having to obtain an Airport Operating Certificate, under 14 C.F.R., part 139, which promotes safe operations of air-carriers, requires certain environmental regulations, and protects passengers and

Posted by noairport at 16:35:45 in Costs, Quality of life, Traffic, Environment, Players, Developer, Voices, stopcta

going to close. Currently, the developer is seeking investors which is a formidable challenge in this economy. No

We have a Commissioners Court that made a deal with a speculator, had him write an agreement that NONE of us working stiffs could EVER get, hired a 'crack' legal team to 'make sure that Bastrop County is protected' and now, those of us that can READ are finding out that the county has legally thrown out the baby with the bath water. The 381 Agreement 'protects us' against those nasty passenger jets carrying thirty-one or more plutocrats flying in to

You know, they're probably 'Jet-Setter' plutocrats because they carry that stuff everywhere.

speculators' styles when they build an airport that they want to run by ONLY THEIR RULES.

from Georgetown Municipal Airport, and crashed it into the Echelon Building in Austin.

posted by noairport at 22:04:22 in Costs ,Future, Players, Developer, County, Voices, oracle

Ten years ago it was Alcoa. Now it's the Central Texas Airport. Isn't it comforting to know that your elected

NOTE: This graphic commentary was penned about 10 years ago when Alcoa was very much in the news. Please read

In the 381 the fourth and fifth paragraphs of 'Recitals' refers to us as "economically disadvantaged" and states that the

this as an 'equal opportunity' message. After all, every member of the Commissioners Court approved the 381

airport will be used "by the public in a manner that will fulfill an essential community purpose". In many private airport developments, as with the CTA, there is a contract between a private developer, which is Carpenter & Associates, and a permitting public entity acting as an agent, such as the Federal Government, State, County, or Municipality. A legal definition of 'agent' is "one who, by mutual consent, acts for the benefit or another; one authorized by a party to act in that party's behalf".

The 381 Agreement constitutes 'acting in behalf' of Carpenter & Associates, making Bastrop County the 'agent'.

The City of Austin spent over \$33 million dollars on property considered 'uninhabitable' when they opened ABIA.

If you will examine 'Section 14, Indemnification', it appears that Bastrop County is immune from litigation arising from the construction, operation, maintenance, or any other problems with the CTA, as they are ONLY the permitting authority, and not the owners or operators. But does that really get them off the hook as an 'agent' of Carpenter & Associates.

Existing case law suggests that ALL parties may be liable for damages resulting from 'takings', regardless of 'agreements'.

So who may foot the bill for protecting the citizens of Bastrop County, and their property? It might just be YOU!! Don't take my word for it.

By NOT taking Federal dollars and REFUSING comprehensive FAA control, the CTA and the surrounding 22,000 acres of the Airport Compatibility Zone misses out on the opportunity for federally subsidized compensation for 'takings' and

Tuesday, October 12, 2010 Press release 12/10/10| These comments were presented by Tom Thompson to the Bastrop County Commissioners Court on October 12, 2010

during the Citizens' Comments period. In addition, a Facts about the Central Texas Airport flyer was distributed to everyone present. See: http://www.stopcta.info/docs/CTA\_facts\_2011.pdf I'd like to speak to the Court today about legal loopholes within the 381 Agreement for the Central Texas Airport, and the many other problems facing Bastrop County residents associated with this proposed facility. 1) \*One loophole would allow up to 250 daily flights of 737-class cargo aircraft of 100 tons or less to use the runway which is only 69' shorter than the longest runway at old Robert Mueller airport.

2) \*Another loophole would circumvent FAA rules and regulations that protect the health, safety, and welfare of property owners near the facility, and, in fact, all of Bastrop County. 3) \*Apart from the 381, there is the continuing LACK of public notification of the REAL environmental and property abuses of the CTA/GCC, including airport zoning and condemnation procedures and traffic gridlock on FM 969 & 1704,

4) AND, the continuing absence of an 'Environmental Impact Study', 5) AND, the complete LACK of a required ON-SITE Part 150 noise study that would reveal the impact of large aircraft flying at 100' or less over populated areas. A 737 with Stage III engines flying at 500' altitude will produce 115 dB of noise.

addressed in the 381 Agreement, we haven't been able to find it. A request to the County to clarify those points was answered with a non-responsive letter from the County's attorneys Bickerstaff Heath Delgado Acosta LLP. See: https://www.stopcta.info/docs/court response.pdf We are still waiting for clarification. The lesson of this sad tale is an old one that collectively we just can't seem to learn . . . When corporations and big money call the shots, 99 chances out of 100, we'll get screwed in the process.

I read kind of slow, but there's lots more coming, like how Bastrop County might not be protected against litigation arising from condemnations due to noise from all these AIR BLUEBLOOD Perrier'n'pate over-flights. So, bear with me . . .

How big of an embarrassment to Bastrop County would it be if a 737 departed from the CTA and flew into the State

Which 'Public' are they talking about? Where WILL I park my \$20 million Biz-jet? The 381 give-away ONLY gets worse. Airports have always had problems with noise created by low-flying aircraft ruining property owners living conditions and sometimes family businesses. These are considered 'takings' and have been taken to court by citizens for 'just **compensation'** for relief of the problem.

\_\_\_\_\_\_

Posted by noairport at 12:38:05 in Costs, Taxes, Future, Players, County, Voices, oracle

We are also requesting that the Commissioners Court create an 'AIRPORT ZONING COMMISSION' to address the public's concerns in a series of public meetings. We WERE promised a meeting by the Court in 2009, but it has NOT been scheduled. I might remind you that the primary goal of governance is to protect the health, safety, and welfare of the governed, NOT to facilitate the profits of corporate speculators. Would the Judge or any member of the court like to address these questions today? \*1) & 2) See Letter of 8/25/2010, Airport Operating Certificate, 14 C.F.R., Part 139. \*3) Texas Airport Zoning Act, Chapter 241 of the 'Texas Local Government Code', enables a city, a county, or a combination of cities and/or counties to adopt, administer, and enforce zoning regulations. Posted by noairport at 14:29:16 in News, Announcements, Players, County \_\_\_\_\_\_ Thursday, October 14, 2010 381 plan raises concerns Airport 381 plan raises concerns By Mike Blackwell The Smithville Times October 14, 2010 A pair of citizens briefly shared concerns about the 381 Agreement for the proposed Central Texas Airport Tuesday at the regular meeting of the Bastrop County Commissioners Court. The airport proposed by Austin developer Jim Carpenter remains in the planning stages. Tom Thompson told

commissioners that several legal loopholes exist in the agreement, including the possibility of a large number of daily cargo flights, the circumvention of various FAA safety rules, a lack of public notification, the absence of an environmental

"Many of these concerns were raised in a letter sent to the court in August, followed by a response from the court's attorneys on Sept. 1, 2010, which was evasive, and completely non-responsive", Thompson read from a prepared statement. "These questions remain unanswered. We are respectively requesting an answer to the legal questions

Phil Cook, representing the Bastrop County Sierra Club, also spoke to the commissioners about the airport, adding that

County Judge Ronnie McDonald said the county could not address the concerns at the meeting, and referred Thompson to Ronnie Moore, the county's planning and project management director. Moore said after the meeting that he would

"We are requesting that the commissioners court create an airport zoning commission to address the public's

concerns in a series of public meetings," Thompson said. "We were promised a meeting by the court in 2009, but it has not been scheduled. I might remind you that the primary goal of governance is to protect the health, safety and

BASTROP LOOKS TO TRY AND STOP KENNY WILLIAMS . SPORTS, B

Semi-Weekly Since Sept. 5, 1977

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questions and whether the same legal team that 'vetted' the 381 Agree-

and whether the same legal team that 'vetted' the 381 Agreement has, or has not, closed these loopholes."

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Texas' Oldest Weekly Newspaper Since March 1, 1853

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commissioners have cost citizens gathering information about the project 'thousands of hours of time'.

See: http://bastropadvertiser.com/2010/10/15/concerns-over-airport-shared-at-meeting/

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a series of public meetings," Thompson said. "We were promised a meeting by the court in 2009, but it has not been scheduled. I might remind you that the primary goal of governance is to protect the health, safety and welfare of the

In June of this year, the Bastrop County Commissioners unanimously approved a '381 Agreement' with Carpenter &

The loopholes contained in this 'deal in the dark' jumped out at us 'common folk' that have bothered to read it. So just

A letter was sent to the court requesting specific information relating to the 381 Agreement deficiencies. The response

Just what is going on here? Either they don't want to share (so much for open government) or they signed this agreement completely unaware that they were being snookered into a deal that could be a disaster for Bastrop County (and they

For details about the 381 Agreement giveaway and the county's response to the request for clarification, please visit:

It's an 'Improvised Explosive Device,' a bomb that kills many American service-people every week in Iraq and Afghanistan.

Funny thing about the I.E.D. bombs in the Middle East is that soldiers try to disarm them to prevent injury to others.

This isn't happening with the Bastrop 'I.E.D.' . . . no, in fact our 'leaders' keep trying to prevent US from disarming the

Maybe because they figure that sacrificing a few Bastrop County citizens for phantom tax and business revenues will be

It also may be because our elected public officials starting with the United States Senate, and working down through the

No, any elected official that won't stand up and provide protection for US citizens when local governance is ruled by

Part of protecting the governed should be sticking their necks out and issuing an order for an Environmental Impact

The term 'Green' has been thrown around for the past three decades to describe objects, actions, and views that are

However, certain industrial, manufacturing, and development sectors of the world economy have twisted the true meaning of these words to make their often 'ungreen' products acceptable to a more environmentally educated, but

'Green' is not placing an airport in a suburban area that will then be subjected to unbearable noise pollution from large

'Green' is not approving aircraft maintenance facilities that will static-test loud jet engines at all hours of the night and day

'Green' is not storing tens-of-thousands of gallons of jet and aviation fuel in or near flood plains of the Colorado River or

'Green' is not planning an industrial facility that will spray sewage and industrial effluent over hundreds of acres located

'Green' is not misleading gullible public officials with slick advertising that promises 'get-rich-quick' schemes and tax windfalls from 'renewable' energy while 'business' aircraft waste thousands of gallons of fuel to fly a handful of elites to

The latest 'nugget' of information from the 'Eco-Merge' Central Texas Airport site is this bit of numerical numbskullery:

Let's see now, the north end of the runway is less than one-half mile from FM 969, with existing homes and new home

The south end of the runway is less than one-half mile from the Colorado River on whose banks are located the McKinney

"As many as 250 aircraft are projected to be housed at CTA, but only a small percentage of those will be involved in daily takeoffs and landings. Eighty percent of daily air traffic will arrive from the more rural north, descending against the southern wind with the practical effect of minimizing noise. Takeoffs will quickly rise 1,000 feet or more before leaving GCC

So, Mr. Carpenter is trying to tell us that a loaded 737 is going to take off and climb to 1000' in 2500'?

Ever see any of those climb like that after a departure from ABIA going over Hwy 71?

Remember, a 737 with Stage III engines will develop 115 dB of noise at 500'.

Now if you'll notice ANOTHER antic with semantics which says that:

those will be involved in daily takeoffs and landings."

FAA rules mandate that aircraft only have to clear ground obstacles by 35'.

I'll leave it to the people of Bastrop County to figure out who is . . .

At the MAXIMUM approach altitudes, they'll only be approximately 100' AGL over many homes.

Posted by noairport at 12:14:41 in Costs, Quality of life, Players, Developer, Voices, oracle

StopCTA presented these comments to the Bastrop County Commissioners Court on October 25, 2010 during the

Well, I think what we've got here in Bastrop County is a failure to read and understand the 381 Agreement. Want to raise

In the law, what is not specifically prohibited is permitted. The 381 is leakier than a dike in Amsterdam and you just can't

But, whether you did or didn't read the 381 is really beside the point because the Court's legal team was paid to vet this

And can you please explain how if your legal team vetted the 381, they do not have any records relating to these rules on

One of the 14 detailed sections of these rules covers Wildlife Hazard management. An 'Advisory Circular' in this section recommends that jet engine aircraft should not operate within 10,000' of a natural or created bird-rich habitat. Well

guess what! The entire proposed Central Texas Airport site falls within a 'Wildlife Hazard Zone' endangering those in the

The 381 traded the peace and safety of Bastrop County citizens for the financial interests of a corporate speculator. What

Bastrop, Tx-A dozen-odd angry Bastrop County residents spent most of an hour Monday berating county commissioners and the judge for encouraging the development of a private general aviation airport and associated industrial projects on

One after another they took the podium at a regular meeting of commissioners during a "citizens comment" section of

Others accused commissioners of "selling out" to developer interests. Many called for a public hearing on the airport and

Monday's outpouring of anger was prompted in part by an announcement by Carpenter in Austin on Oct. 19 that four business ventures, including the conglomerate Toshiba, have made agreements to locate new facilities near the proposed

In April 2009 Carpenter first laid out the project at a public meeting before commissioners and a hostile crowd which packed the meeting room. At the time County Judge Ronnie McDonald said residents would be able to pose questions

But no such session took place before commissioners approved a development agreement with Carpenter earlier this year, to the consternation of some critics. A key provision of the pact calls for Carpenter to invest a minimum of \$150 million before the project is eligible for a rebate of 75 percent of county property taxes on the site and improvements for

Commissioners did not respond to the critics during Monday's meeting, nor did they offer any defense of the project or

investment threshold. At the Oct. 19 announcement in Austin, Carpenter said he hopes to begin construction later this

The Court continues to circle the wagons and recite the mantra that there won't be any cargo traffic or planes as large as

The following questions are being asked of every member of the Court including the Judge. Since they all voted on the

2. aircraft of up to 100 tons - like a 737 for example - have been prohibited from landing at this airport.

On Monday, 10/25, the Courts agenda included a 'Discussion and possible action' dealing with Bastrop County's potential

A letter from Judge McDonald addressed to Ms. Margie McAllister of the TCEQ, was touting Bastrop County's participation

in several voluntary pollution reduction programs, such as 1-Hour and 8-Hour Ozone Flex Plans, and the early Action

"there are few additional things, if any, that Bastrop County could implement to control emissions sources. Reductions in Bastrop County's Ozone levels will ultimately need to come from a cleaner

How does putting a huge airport and industrial complex in the Colorado River basin help with Bastrop County's plans to

The 'Green' industries planned for 'Eco-Merge' may produce energy saving devices, but may produce much more

fleet of cars in the United States and a reduction in transport emissions."

Once again, did the Court research what they were supporting before they gave their OK?

We would be happy to move on from this very technical point if the Court can provide a reference to the specific passages in the 381 that unequivocally answer those questions. We want definitive black and white evidence, not a

381 Agreement you'd think they would have the answer at their fingertips. Guess we'll find out.

Outside the meeting, however, some of them questioned whether Carpenter will be able to meet the \$150 million

Posted by noairport at 16:05:15 in News, Media, Environment, Players, Developer, County, The 'expendable

the agenda. Some said they felt betrayed by the county signing a development pact for the project with veteran developer James Carpenter of Carpenter & Associates who has publicly pushed his plans for more than 18 months.

associated development projects. Some called for the development agreement to be scrapped outright.

30 years. Property taxes assessed by school districts and other taxing jurisdictions are not affected.

were you thinking? At a minimum, it needs extensive triage. An even better idea would be to shred it and forget it.

As our elected representatives you should be on OUR side. But with this closed door deal, you have betrayed the

promise of Democracy and you have betrayed the good people of this county as well. SHAME ON YOU!!!!

Posted by noairport at 13:25:56 in News, Announcements, Players, Developer, County, Voices, stopcta

3. Carpenter & Associates claimed at their dog and pony show last week that they will follow all FAA rules and regulations. If that's true, why did their attorneys make sure the 381 exempts the proposed

Central Texas Airport from the 14CFR, Part 139 rules which relate to safe operation of aircraft?

file? Your legal team needs to be held accountable for failing the Court and the people of Bastrop County.

1. Members of the Court insist that there will be no cargo flights at the airport yet CARGO is not

2. Members of the Court insist that there won't be any 737s landing there. Yet the plans show a 7200' runway which is long enough to land a plane of that size. And the only limitation on aircraft

I'd like to begin by wishing good morning to Carpenter & Associates indispensable 'financial partners'.

your hand if you actually did read it? [Surprisingly, all Commissioners raised their hands.]

'IED'. In Bastrop County that means 'INTENTIONAL ENVIRONMENTAL DISASTER'.

That's about a 22 degree rate of climb, and with the diverse performance envelopes of many types of aircraft, a

"As many as 250 aircraft are projected to be housed at CTA, but only a small percentage of

Now that we've settled those bits of verbal sleights-of-hand, it's time to address the FAA-mandated 3 degree approach

The MAXIMUM ALTITUDE for aircraft entering the five-mile approach-zone of either end of the runway is 1350' above-

Did he say anything about large cargo-aircraft NOT housed at the CTA making up to 250 flights daily?

'Green' is not building an airport across the Colorado River from the McKinney Roughs Nature Preserve.

'Green' is not creating hundreds of acres of impermeable groundcover for aircraft and car parking.

'Green' is not choking local roads that are already dangerous, with thousands of commuting workers.

'Green' is not polluting the Colorado River with runoff from these impermeable surfaces.

'Green' is not putting the citizens of Bastrop County at risk from falling aircraft that are

Nope, this project has an entirely different color . . . the color of an old dried-out cow-patty.

Posted by noairport at14:23:57 in Costs, Environment, Voices, oracle

\_\_\_\_\_

grounds and climb steadily from there."

building going on about 100' north of the Right-Of-Way of FM 969.

Roughs Nature Preserve and the Hyatt Regency recreational complex.

crippled from bird strikes because the airport is located in a 'Wildlife Hazard Zone.'

House of Representatives are afraid of making waves that may upset 'States Rights' and 'local control'.

But, no they're too busy getting re-elected to notice the plight of people that don't own a corporate jet.

That worked out really well prior to the Civil War, and the following debacle of Reconstruction.

corporate interests, isn't worth the powder it takes to blow up a pissant.

Posted by noairport at 17:59:08 in Costs, Environment, Voices, oracle

easily fooled group of elected officials and citizens. We call it 'greenwashing'.

aircraft flying over homes and businesses at altitudes as low as 100'.

'Green' is not placing an airport in the basin of the Colorado River.

**COMMISSIONERS COURT** 

BY MIKE BLACKWELL

A pair of citizens briefly shared concerns about the 381 Agreement

the Bastrop County Com-

THURSDAY, OCTOBER 14, 2010

ens challenge airport

Creation of zoning commission requested to address concerns

study and the lack of an on-site noise study. "Many of these con-cerns were raised in a

letter sent to the court in August, followed by a response from the court's

attorneys on Sept. 1, 2010, which was evasive, and completely non-re-

welfare of the governed, not to facilitate the profits of corporate speculators."

http://smithvilletimes.com/2010/10/14/airport-381-plan-raises-concerns/

Posted by noairport at 13:54:28 in News, Media, Players, County

Agreement has, or has not, closed these loopholes.

We are respectively requesting an answer to the legal questions; AND whether the same legal team that 'vetted' the 381

Many of these concerns were raised in a letter sent to the Court in August, followed by a response from the Court's

attorneys on September 1, 2010, which was evasive, and COMPLETELY non-responsive.

See: https://www.stopcta.info/docs/court\_response.pdf

impact study and the lack of an on-site noise study.

continue an ongoing dialogue with Thompson.

In other court action . . .

Friday, October 15, 2010

Citizens challenge airport

From the front page of the Bastrop Advertiser:

olume 157, Number 65

SHUTTERBUGS

Saturday, October 16, 2010

**Bastrop Advertiser online** Friday, October 15, 2010

Mike Blackwell

es to the streets of Smith

\_\_\_\_\_\_

Concerns over airport shared at meeting

Posted by noairport at 12:57:07 in News Media Players County

regular meeting of the Bastrop County Commissioners Court.

environmental impact study and the lack of an on-site noise study.

continue an ongoing dialogue with Thompson.

\_\_\_\_\_

Saturday, October 16, 2010

Friday, October 15, 2010

don't want to fess up).

https://www.stopcta.info

Wednesday, October 20, 2010

Ya'll know what an 'I.E.D.' is, don't you?

I.E.D. In Bastrop County

Candace Boheme

Cedar Creek

damn thing.

Maybe.

Now why is that?

Editor:

Was airport deal done in dark?

Special to the Advertiser - Opinion:

See: https://www.stopcta.info/docs/381.pdf

There was no public input during these negotiations.

was an evasive letter from the court's legal team.

See: https://www.stopcta.info/docs/court\_response.pdf

governed, not to facilitate the profits of corporate speculators."

Posted by noairport at 12:26:16 in News, Media, Players, County,

Associates to facilitate the construction of a 'Central Texas Airport'.

how did the court and its well-paid legal team miss something so obvious?

http://bastropadvertiser.com/2010/10/15/was-airport-deal-done-in-dark/

Posted by noairport at 15:57:27 in News Media Players County

We have an 'I.E.D.' in Bastrop County that's a little different.

excused as 'doing the right thing for Bastrop County'?

Study on the site of our very own aviation 'I.E.D.'

\_\_\_\_\_

Friday, October 22, 2010 What 'Green' Is Not

near 20 subdivisions.

its tributaries.

golf and F1 dates.

Sunday, October 24, 2010

COMPLETELY unsupportable claim.

I haven't.

Nope.

slope for aircraft arrivals.

Notice that I said MAXIMUM ALTITUDE.

ground-level (AGL).

They can be lower.

See a pattern here?

Numbers don't lie.

Monday, October 25, 2010

Citizens' Comments period.

Today's lesson is 'Reading 101'.

You're probably all familiar with the famous line:

mentioned ONCE in the 381.

see it.

"What we've got here is a failure to communicate . . ."

size in the 381 is for PASSENGER planes.

air and on the ground. Think Hudson river Bastrop style.

\_\_\_\_\_\_

Airport fallout: critics blast county leaders

more than 1,000 acres west of Bastrop.

about the plans at a future public session.

\_\_\_\_\_\_

1. cargo traffic has been prohibited.

\_\_\_\_\_\_

nonattainment designation for Ozone standards.

Thursday, October 28, 2010

The letter continued on to say:

Now wait a damn minute!

It'll make them worse, much, much worse.

Jet aircraft produce vast amounts of particulate and gas pollutants.

pollution and emissions than products of older technology.

'control emissions'?

It doesn't.

**Ozone Antics** 

Compact.

a 737 at the proposed Central Texas Airport. Well, PROVE IT!

Commissioners, please show us EXACTLY where in the 381 Agreement:

conclusion drawn from inference or extrapolation or wishful thinking.

Sorry, we're not gonna take it on faith. The stakes are too high.

Posted by noairport at 08:50:48 in Players, County, Voices, stopcta

The Commissioners Court 'follies' continue to get better and better.

the deal with Carpenter.

Thursday, October 28, 2010

**Got Answers?** 

Wednesday, October 27, 2010

Airport fallout

By Davis McAuley bastrop-news.com October 25th, 2010

airport.

year.

StopCTA comments 25/10/10

Much lower.

Numbers Don't Lie

supposed to be 'friendly' to nature.

We're here to tell you what 'Green' is NOT.

less than 1/2 mile from the Colorado River.

It's an 'Intentional Environmental Disaster' known as the Central Texas Airport.

The airport proposed by Austin developer Jim Carpenter remains in the planning stages.

These questions REMAIN unanswered.

Doesn't look like they did.

1 comment

It's obvious that one thing is missing in our Commissioners Court.

An ability to see the big picture and connect the dots of cause and effect . . .

\_\_\_\_\_\_ Saturday, October 30, 2010

Posted by noairport at 13:07:56 in Costs, Environment, Players, County, Voices, oracle

Commissioners Court: Airport foes rally at court By Mike Blackwell

Airport foes rally at court

October 29, 2010

the group also suggested the site violates certain Federal Aviation Administration requirements.

large birds, namely geese, ducks, eagles, and others," Tom Thompson read from a prepared statement. "We also have and that constructing these facilities within the Airport Operating Area is in direct violation of FAA 'Advisory Circular,

#150/5200-33D, Hazardous Wildlife Attractants In or Near Airports." Tom Thompson added that his organization was "for the second time" requesting a public meeting pertaining to the

Candace Boheme said safety was a concern for her and specifically mentioned last week's meeting pertaining to the airport proposal hosted in Austin by Carpenter & Associates. "Carpenter & Associates claimed at their dog and pony show last week that they will follow all FAA rules and regulations," Boheme said. "If that's true, why did their attorneys make sure the 381 exempts the proposed Central Texas Airport from

the 14CFR, Part 139 rules which relate to safe operation of aircraft?" Ruth Thompson also mentioned the Carter [sic] & Associates meeting in her remarks.

"I was not invited to last week's meeting for the elite," Ruth Thompson said in her prepared remarks. "I am just an

"I was there to hand out to the attendees of the meeting information citing some real truths about this project, not the

input, you displayed a total lack of respect, sensitivity and support for the health, safety and welfare of your citizens." Other court action at: http://smithvilletimes.com/2010/10/29/commissioners-court-airport-foes-rally-at-court/

Also posted as "Airport opposition voiced" in the Bastrop Advertiser: http://bastropadvertiser.com/2010/10/29/airport-opposition-voiced/ Posted by noairport at 12:23:34 in News, Media, Players, Developer, County, The 'expendable'

1 comment \_\_\_\_\_\_

NOVEMBER 2010 Friday, November 5, 2010

> THE CENTRAL TEXAS AIDDORT'S *HOT GONNA FLY*

> > learn the facts about this

'GREEN' disaster:

No traffic study: 43,000 additional cars and trucks on FM 969 &

Up to 250 flights daily of large aircraft approaching at less than

Loss of property rights in twenty subdivisions within the Airport

Declining property valuation within the Airport Compatibility Zone

No funding for property acquisition in areas made uninhabitable

. Storing tens-of-thousands of gallons of Jet A, B, aviation gaso-

line, and de-icing fluid in or near flood plains of the Colorado River

No permitted sewage treatment plan to handle the 129,000 gal-

lons of waste created daily from the 'Green' Corporate Centers

Increased air, water, and noise pollution of western Bastrop

Wheatsville Breeze

This month's Wheatsville Breeze just arrived. Wheatsville is Austin's and Texas' only food co-op with deep roots in community activism. Currently, Wheatsville has over 10,000 members.

THE 381 AGREEMENT WITH CARPENTER & IT'S NOT A 'DONE DEAL' ASSOCIATES FOR THE CENTRAL TEXAS AIR-PORT/GREEN CORPORATE CENTERS WOULD: Knowledge is power! Allow Boeing 737-Class cargo aircraft of 100 tons Please visit these sites to

Airport

Compatibility

Zone, an area of

approximately

22,000 acres

Webberwood Backwoods

Hillcrest

Deer Run

(11 x 3 miles):

Webberwood Oaks Texas Heritage

Webberwood Ridge

Lazy River Acres

River Crossing

Fawn Ridge

Mesa Verde

Estates Pope Bend

or less to operate from the CTA

www.stopcta.info Allow the CTA to accept These subdiviwww.saynotocta.info international flights with only sions are likely 'Private Security' supervision to be affected by the Central **ENVIRONMENTAL AND PROPERTY RIGHTS ABUSES** Texas Airport's No Environmental Impact Study, or ON-SITE noise study

ing in western Bastrop county

1704 will cause gridlock

Compatibility Zone

and tributaries

County

100' altitude over populated areas

covering almost 22,000 acres

Remove FAA regulations that protect residents liv-

Submitted by a Wheatsville member who lives in Bastrop County

Persimmon Hills **HOW DID THIS HAPPEN?** Enchanted Rock Carpenter & Associates attorneys drafted the 381 Agreement. The Estates at document went through several revisions and was 'vetted' by the Wilbarger Creek Commissioners Court legal team. It was approved and signed in The Oaks June of this year with NO PUBLIC INPUT. However, the 'vetting' Rocky S Estates failed to address shortcomings in the 381 Agreement that threaten Towering Oaks the health, safety, and financial welfare of area residents. The fis-The Forest at Colorado Crossing cal woes this project will bring to all of Bastrop County were also Cottontop Hills not carefully considered. Posted by noairport at 07:53:23 in News, Media, Costs Monday, November 08, 2010 Bait 'n Switch StopCTA presented these comments to the Bastrop County Commissioners Court on November 8, 2010 during the Citizens' Comments period. Today we're going to get technical. Really, really technical. Let's see just how Carpenter & Associates managed to outwit, outplay and outlast everyone else at the 381 Agreement negotiating table. For many months we've been trying to get answers to what should be very easy questions relating to aircraft size and cargo service in the 381 Agreement. Members of the Court have insisted that neither large planes nor cargo would be allowed. Yet, not one member of the Court or its agents would (or could) point to anything in the 381 to support that claim. Thanks to Carpenter & Associates spokesperson T.R. Reid, we now know that aircraft as large as 737s will indeed "not be barred from landing at the proposed airport". You can bet that's what they've been planning all along. Here's exactly how we think they accomplished their goal of creating a cargo hub without arousing any suspicions. For this to work, Carpenter & Associates had to overcome several formidable obstacles: 1. Top of the list was to find a way around having to obtain an Airport Operating Certificate under 14CFR Part 139 rules. Why is that important? Because the current siting of the airport fails to meet the safety requirements spelled out in those very rules. If the rules were in play, the FAA simply

would not approve airspace access to the CTA in its current unsuitable and very dangerous location.

Even then, the Court could have required that these rules be mandatory. But instead, an exemption

was written into the 381. Just how did that get-out-of-jail-free card slip by the Court and its legal advisors!?

**4.** The final hurdle was how to avoid restrictions on really big jets like 737s from using the airport. This was accomplished by simple misdirection. Although there is a clear limitation on number of passengers in the 381,

switch. It's like you ordered a Happy Meal at the drive thru and were served a Turkey Surprise at the other end. It's time

We all want what's best for Bastrop county. If there are indeed fatal flaws in the 381 that put the county and its citizens in jeopardy, they need to be addressed forcefully and immediately. Carpenter & Associates may be your financial partner

**3.** The next challenge was how to open the door for CARGO service to the proposed industrial complex. The 381 carefully states that "the Airport is limited to charter and general aviation flights and cannot be used as a full-service commercial airport", That sounds restrictive and reassuring but it's actually an invitation. The operative word is 'charter'. Who needs 'commercial' service when there is a thriving

2. Multiple tactics were used to avoid the 14CFR part 139 rules. ANY federal funding would have made adherence to the rules mandatory. So Carpenter & Associates made a big deal about the CTA being a PRIVATELY funded airport. Privatization had the bonus of eliminating the requirement for an Environmental Impact Study and other federal regulations so it was a two fer. The second tactic was to prohibit flights of 31 or more passengers. The rules are optional for flights of 30 passengers or

there is not one reference to the actual SIZE of aircraft anywhere in the document. None of us looking at the 381 after the fact can really know what went on behind the scenes. But we suspect that the Court was given assurances that somehow never made it into the 381 – quite simply, it was a very clever legal bait and

but we the people are your partners in democracy. Working together, we can make this right.

Eleven people spoke at the meeting, with some requesting that the court divulge

years, after which the county will receive 100 percent of the property tax.

from the judge's office and the commissioner's court," Williams said.

testimonial that was followed by applause from some in the crowd.

valley, the valley that I love to see - rural Bastrop - is now being puked upon."

residents and also lamented the court's "lack of concern" for Bastrop County residents.

http://bastropadvertiser.com/2010/11/11/airport-foes-urge-more-transparency/

Posted by noairport at 05:35:53 in News, Media, Players, County, The 'expendable'

Posted by noairport at 13:02:40 in News, Announcements, Players, Developer, County, Voices, stopcta

less but mandatory for 31 or more.

global, 'cargo charter' business!?

\_\_\_\_\_

to wake up and smell the con.

**Bastrop Advertiser** November 11, 2010 |

upset and I'm angry. My

airport, which includes several subdivisions.

work together to find a way out of this mess."

1 comment

Monday, November 15, 2010

Yes, Virginia, wildlife is a hazard to aircraft!

Posted by noairport at 16:29:04 in Costs, Future, Voices, stopcta

1 comment

By Charles Wood

November 17, 2010

Elgin Courier

last week.

Thursday, November 18, 2010

Airport proposal hits turbulence

Airport hits turbulence

Citizens' Comments period.

interests.

that this governing body rules by proclamation not participation.

materialized. Commissioner, is your word always so reliable?

Posted by noairport at 16:47:27 in Players, Developer, County

Tuesday, November 23, 2010

very informative and well worth a read.

Monday airport hearing yields high drama

Monday he certainly counted coup on Carpenter.

Monday hearing

By Davis McAuley bastrop-news.com April 14th, 2009

to finish.

Elgin.

Council.

Rose blew the roof off.

Court weren't even a footnote to the negotiations.

Plane meets wildlife

Monday.

Friday, November 12, 2010 Foes urge transparency Airport foes urge more transparency By Mike Blackwell

Opponents of the Bastrop County 381 Agreement with the Central Texas Airport once again implored Bastrop County Commissioners Court to ensure transparency into the particulars of the agreement at the court's regular meeting

commissioners and Carpenter & Associates, the airport's developers. According to the 381 Agreement, the airport will receive 75 percent of its property tax back (after the airport is built and the land's value improves) for a period of 30

Eleven people spoke at the meeting, with some requesting that the court divulge communication between the

Williams also requested copies of e-mail communications between the court and Carpenter & Associates.

Another citizen who lives in the flight zone of the planned airport, Shelley Cartier, said she didn't believe the

Citizens were given three minutes to speak and County Judge Ronnie McDonald asked those in attendance to adhere to the three-minute rule and to also refrain from name-calling and to be respectful. "You asked us to respect you," said Bastrop County resident Wilfred Williams, alluding to McDonald's comments. "What about you respecting us? I want to commend ya'll. You've done an excellent job of not letting the public know what you are doing."

"What is alarming is that I only received the e-mails from Carpenter & Associates and none of the emails that were sent

Another Bastrop resident, Tom Placek, said the proposed airport would directly affect his family and gave a passionate

"You're looking at the first face that's at the end of that runway," Placek said. "My children keep asking me, 'What are they doing, daddy?' You people have to understand the impact of what you're doing on the community. You need to get it. I'm

commissioners cared about the proposal's potential hazards because, "None of you live in the areas that will be affected. I know that's not your neighborhood, so you don't care." Cartier also said she did not believe commissioners included citizen input when dealing with Carpenter & Associates. "I'm right in the flight pattern of the airport," Cartier said. "I don't feel like we've been included in all of this."

Tom Thompson said real estate in the area of the proposed airport has already suffered and will continue to suffer. He also requested the court hold public meetings pertaining to the Airport Compatibility Zone, the area surrounding the

Ruth Thompson told the court that she was concerned about the tax ramifications of the project on Bastrop County

"I don't know how many people must line up before you, voicing their concerns, before you begin to really listen," Ruth Thompson said. "I suspect that more than one of you realizes now that signing the 381 Agreement with Carpenter & Associates was a mistake. Perhaps you were misinformed and misled by those upon whose counsel you relied. I don't need an admission of the mistake. I only need to hear that you intend to use the power I know you have to fix it. But yet you haven't even called a public meeting, which has been requested endless times. I ask you to stop the madness. Let's

McDonald reminded those in attendance – prior to the citizens' comments – that the commission was not allowed to respond to any comments. Candace Boheme, who spoke at the previous commissioner's court meeting in October, ended her comments by saying, "We're your partners, we're not the enemy."

An ambitious plan to bring a corporate airport and green technology park to Bastrop County ran into a serious obstacle

important cooperation agreement at the Nov. 9 council meeting. The project also faces stiff opposition from a group of

Carpenter & Associates wanted Bastrop's consent to create special districts on 1,064 acres needed for the Central Texas Airport (CTA) that would have to be approved by the Texas Legislature. Though it is located within the Elgin school district,

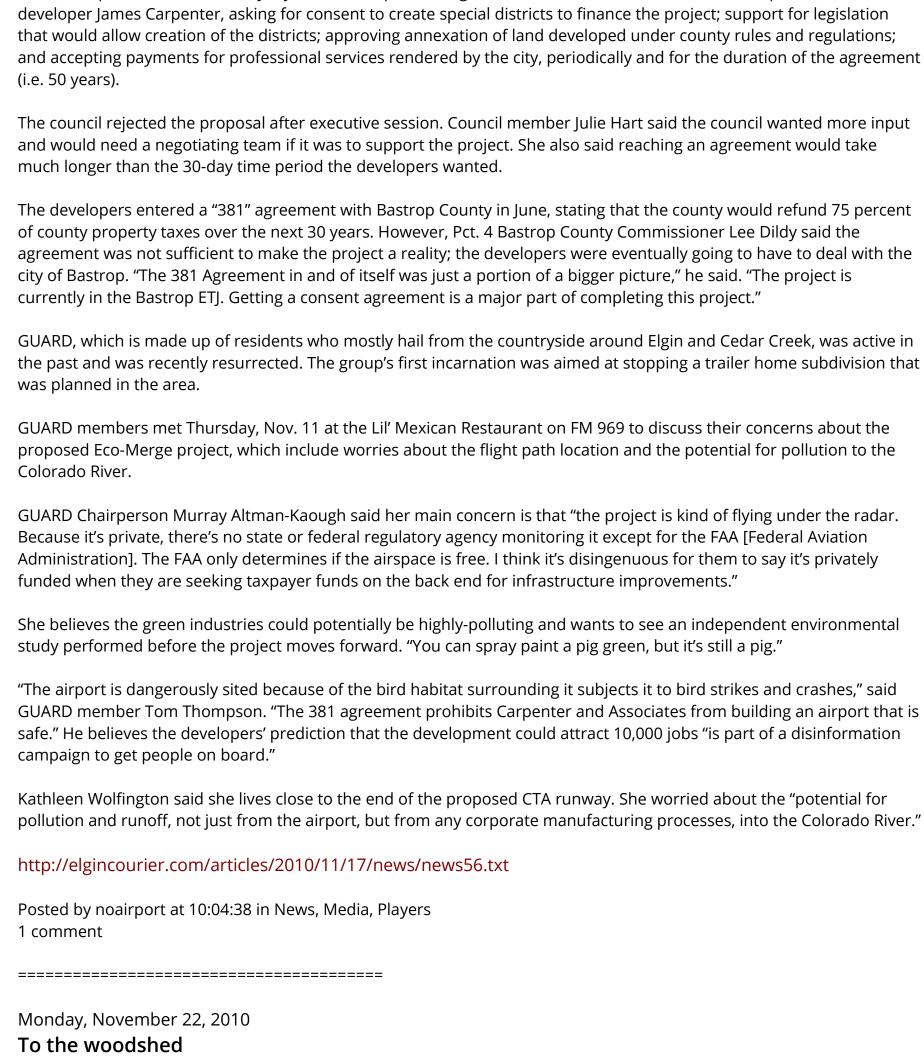
The Bastrop council unanimously rejected the request, citing a need for more information. T.R. Reid spoke on behalf of

Developers of the proposed Eco-Merge development were unable to convince the city of Bastrop to approve an

citizens known as GUARD (Groups United to Advocate Responsible Development).

the project is also inside the Bastrop extra-territorial jurisdiction.

There is a reason the FAA recommends a separation between wildlife habitat and aircraft. It's DANGEROUS!!



becoming an active international cargo hub. I honestly can't see why you bought into what Carpenter was selling. His glowing descriptions of this project and financial shell games should have been enough to send any thinking person running as fast as possible in the opposite direction! It is schemes like this that are bankrupting the county!

I'm hoping that the FOIA to the State of Texas, specifically, Governor Perry, Lt. Governor Dewhurst, Senator Hegar, and

Davis McAuley's report on Jim Carpenter's initial presentation to the Commissioners Court on Monday, April 13, 2009 is

Rep. Kleinschmidt, will shed some light on what other influences might be in play. Stay tuned.

StopCTA presented these comments to the Bastrop County Commissioners Court on November 22, 2010 during the

For months, your constituents have been trying to bring the flaws in the 381 Agreement that are not in Bastrop County's best interests to your attention. Unfortunately, our efforts seem to be falling on deaf ears. It has become quite apparent

We know you're in a pickle with the 381 but ignoring those of us who want to help you fix the problem is so wrong on so many counts. Members of the Court have been circling the wagons and dialog has shut down. Just what is going on? My phone messages to Commissioner Klaus and Beckett have gone unanswered. Commissioner Dildy and I had a lengthy

conversation several weeks ago but the Commissioner's earnest promise to get back to me in a few days never

So just who is responsible for the 381? Well, technically the attorneys representing the County's and the Company's

But the FOIA documents make it perfectly clear that the 381 Agreement fiasco rests squarely on the shoulders of you Judge McDonald and you Commissioner Dildy. You were the only members of the Court who were part of the 'working group' which also included Lisa Smith (County Auditor) and Ronnie Moore (County Engineer). The other members of the

The exchange on the non-negotiable items was quite instructive. I can now understand why you 'thought' you had protected the County. Unfortunately, we all now know that the 'protections' are insufficient to prevent the CTA from

Bastrop, Tx - Monday's 7 p.m. hearing before Bastrop County commissioners was a sterling example of how exciting local political theater can be in these parts. The issue was whether the county should endorse a private general aviation airport proposal put forward by James Carpenter of Austin-based Carpenter & Associates. The proposed site is north of the Colorado River across from the new Cedar Creek High School and the Hyatt Regency Lost Pines Resort and Spa. For building dramatic tension and emotion-releasing resolution, I don't recall such a riveting show in years, though we've

seen some pretty good dust-ups in that time. Even the famous Austin City Council marathon hearings have seldom

matched the intensity and clarity of Monday's impromptu theater in Bastrop. And it took less than two hours from start

The protagonist, of course, was Carpenter himself with his ample silvery hair. It's not clear yet, however, whether he was the hero caught in an unexpected ambush or merely acting bravely in the face of looming disaster. Think, perhaps, of George Armstrong Custer with his flowing locks at the Little Big Horn River. I must stop short, I think, of comparing

Bluebonnet General Manager Mark Rose to Crazy Horse or some other Sioux war leader, but by the end of the evening

Here's the deal. Carpenter & Associates wants the Texas Legislature to created a special municipal utility district (MUD),

perhaps with enhanced powers, to aid the creation of the private airport and associated business/industrial park proposed for a 2,000-acre site between the Colorado River and the intersection of FM 969 and FM 1704 southwest of

But State Sen. Glen Hegar and Rep. Tim Klienschmidt won't carry this water in the Lege without the express backing of county commissioners and the Bastrop City Council. Bastrop City Manager Mike Talbot is worried by some of what he's hearing about the deal, and Bastrop County Judge Ronnie McDonald won't call for a vote by commissioners without public input and airing some relevant issues. Residents of a nearby upscale subdivision have already complained to the city council about potential deleterious effects

on their rural tranquility, personal safety and property values. Hyatt officials aren't entirely pleased either, evidently, and

Hence Monday's hearing. Carpenter was forced to face a skeptical public or pack up his tent and ride off over the hill, at least until the next session of the Texas Legislature. A similar hearing is set for 6:45 p.m. April 14 before the Bastrop City

a Bastrop school trustee has written a critical letter to the editor of the local newspaper.

McDonald was expecting a testy crowd and engaged the services of a public meeting manager to keep the proceedings civilized. The room was packed when the meeting convened, the atmosphere was tense and largely hostile to the airport cause. Carpenter, backed by a team of consultants, associates and aides, was fluent in arguing that the airport is a money-

maker, does not involve public funding, and will boost the local property tax base as well as attract additional jobs and businesses. It will be safe and won't bother anyone at the Hyatt or the new high school, he said. And future high-dollar

Questions from the crowd were typically tinged with hostility. Some were answered by repeating earlier points in

development will be attracted to the area because the airport will cater to affluent customers, he added.

bankruptcy in the late 1980s. "FAA approval" of the proposed airport means only that its flight patterns won't interfere with activities at other nearby airports.) Judge McDonald assured the audience they will have a chance to voice their opinions (not just ask questions) at a later

Carpenter's presentation, some were dodged, and some were answered frankly. (Yes, Carpenter went through session, but before he closed the session he allowed brief remarks by Bastrop school trustee (and former county commissioner) Johnny Sanders who called for commissioners to consult with the school board before acting on the Carpenter request. Of course, Sanders also works for Rose, and McDonald allowed the general manager to offer his own comments. And

In accusatory terms he declared that Hyatt officials are alarmed by the airport prospect and that Carpenter tried to sneak

his proposed MUD bill through the Legislature without first consulting local officials. Rose also thundered that the

**Smithville Times** 

Commissioner Dildy, and the entire court.' By signing the 381 Agreement with Carpenter & Associates, without public

ordinary citizen, but I did witness you, Judge (Ronnie) McDonald, and you, Commissioner (Lee) Dildy, 'selling out' the ordinary citizens of Bastrop County - the very people whose interests you were elected to protect. There you were, all lined up with the Toshiba investors to offer your enthusiastic support for the project. Disappointment does not even begin to express how I feel." Ruth Thompson said she went to the meeting in order to pass out information from her side of the argument. slick sales pitch of an unscrupulous and, to date, rather unsuccessful developer in this area," Ruth Thompson said. "And then, what do you know, I was pursued by a security guard for my efforts. All I can say is 'shame on you, Judge McDonald,

proposal.

proposed MUD law is no ordinary local matter because it would grant developers "enormous powers" (including eminent domain) and would authorize "a super MUD" beyond the control of local governments. "(If approved) it will forever change the character (of the Bastrop area)," Rose said. The proposal "is outrageous at best," he added, to a tumult of applause from the crowd. Carpenter did not attempt to reply before McDonald gaveled the session to an end.

http://bastrop-news.com/2009/04/14/monday-airport-hearing-yields-high-drama/

Posted by noairport at 22:07:07 in News, Media, Looking back, Players, Developer, County

\_\_\_\_\_\_

Tuesday, November 23, 2010

City Council says no

The Bastrop City Council voted a resolution of non-support for Carpenter's legislative efforts in 2009 the day after his big

presentation at the Commissioners Court. Davis McAuley covered this too.

Bastrop City Council says no to private airport proposal By Davis McAuley bastrop-news.com

April 14th, 2009 Bastrop, Tx-Austin developer James Carpenter won no Bastrop City Council support Tuesday for his plan to develop a 2,000-acre site west of town for a private general aviation airport and plots for related businesses. In fact the council instructed the city manager to prepare a resolution of non-support for the project - https://www.stopcta.info/foia/09-04-28\_BCC\_non-support.pdf - which will be forwarded to the state senator and state representative whose districts include

Bastrop County. The state lawmakers previously indicated they will not support creation of a special municipal utility district for the proposed airport without the endorsement of the city council and county commissioners. That suggests the council's action Tuesday could doom the project, at least for the current legislative session.

Monday the Bastrop County commissioners held a hearing on the same topic but postponed any action on the issue, pending further public input which has been largely unfavorable so far.

Council Member Dock Jackson said the council action Tuesday came because of too little available information about the airport plan. Other council members voiced similar concerns both before and after a presentation by Carpenter about what he called a "massive economic development project" which could create thousands of well-paid jobs. "There's a lot more we need to learn," said Council Member Julie Hart.

There's likely too little time left during the present legislative session to work through the complex issues presented by

the Carpenter proposal, said Council Member Joe Beal. "We're hearing this for the first time (tonight)," Beal said Tuesday. By state law the Legislature will adjourn at the end of May.

http://bastrop-news.com/2009/04/14/bastrop-city-council-says-no-to-private-airport-proposal/ Posted by noairport at 22:11:53 in News, Media, Looking back, Players, Developer

Thursday, November 25, 2010

**Decibels of Deception** 

In a March 25, 2009 email to members of the Commissioners Court, James Carpenter indicated that: "The 65 DNL noise level is the level at which land use is considered potentially affected."

Reading further, Mr. Carpenter indicates that: "The 60 DNL level is considered safe for all uses" and that "only a small area is included just

outside the property boundary". This is patently untrue because the "noise study" that Carpenter & Associates are trumpeting was done at the Wiley Post

facilitate an expansion of the airport, as was the Addison airport near Dallas. The 65 DNL is fast becoming obsolete and may be replaced with 60 DNL as uninhabitable, with 50-55 DNL as the new minimum standard for habitability of structures. Land elevation or "topography" makes a large difference in sound levels, as it will near the Central Texas Airport. The Wiley Post airport is on flat ground, but the CTA lies in the basin of the Colorado River with surrounds averaging 150 feet

higher than the runway. A 737 flying at 500 feet above ground level (AGL) produces 115 Db. of sound, while the same

Background noise is also a factor in urban areas, as the higher the background noise, the less apparent difference between a noisy aircraft and the traffic and other background noise. In the suburban areas surrounding the CTA, the background noise levels are much less, so a multi-engine 737 flying at 150' AGL will seem orders of magnitude louder

Mr. Carpenter also plans to change the DNL contours as he states in this same letter, "Our actual noise contours will ultimately be remapped once we have signed up our based aircraft and establish our operating requirements and rules

aircraft at 650 AGL produces less.

than in an area with more population.

for utilizing CTA runway and airport facilities."

Well, we will not be intimidated or silenced!

three minutes and you are unceremoniously 'terminated'.

dialog or stop pretending that what we say matters.

Well, here's the shocker. You might want to sit down.

the press and online. Did they really think they could keep this a secret?

Posted by noairport at 20:31:10 in Players, County, The 'expendable', Voices, stopcta

to the '14 CFR Part 139' rules in this draft.

sent to Carpenter's attorney, explains:

really the only way to make things right.

https://www.stopcta.info/foia.html

Monday, December 13, 2010

The Scourge of 'ED'

Bastrop county have it bad!

growth." What have you been smoking?

\_\_\_\_\_

Bird strike sends U.S. Airways flight back to Norfolk

Station. The majority, 201, occurred at Norfolk International.

airline declined to allow an interview with the pilot.

Administration database that tracks such incidents.

month, the airport reported another 46, Bowen said.

\_\_\_\_\_\_

owns a plane or even whether it is still flying or has been junked.

use the database to track down planes that are missing.

on the fuselage and more than 1,500 pounds of cocaine on board.

chosen his tail number because the model was similar to their plane.

343,000 airplanes on the registry. By 2010, the number had risen to 357,000.

list of stolen aircraft to the names of diplomats. It flags suspicious flights in red on a map.

Some planes are simply derelicts corroding in barns or junkyards.

Unreliable data in the system has led to cases of mistaken identity.

identity in which police raided the wrong plane because of faulty record-keeping.

Sunday, December 19, 2010

**FAA loses track of aircraft** 

FAA loses track of 119,000 aircraft

of aircraft owners last month.

America," Lathrop said.

warned in a 2007 report.

keeping.

grounded.

repeatedly re-register planes.

National Business Aviation Association.

He said the FAA has exaggerated the danger.

registrations, Warner said.

Sunday, December 19, 2010 Public forum brouhaha

the project.

Judge.

By Chris Hawley **Associated Press** December 10, 2010

senses before it is too late.

Sunday, December 19, 2010

By Cindy Clayton, Debbie Messina

Bird strike news

The Virginian-Pilot November 2, 2010

one of its engines.

director.

strike.

The the documents referred to above can be accessed at:

county at risk. We want to make sure the county is protected . . . "

negatively impacted by the proposed Central Texas Airport isn't even a consideration.

Posted by noairport at 13:54:06 in Players, County, The 'expendable', Voices, stopcta

Bird strikes are very real and very dangerous. Here is a report of one from last month.

FAA data reflect 302 bird strikes from 2000 through 2008 at Hampton Roads airports,

The pilot reported a vibration in one of the engines as the Boeing 737-400 reached about

The 381 Agreement does absolutely nothing to protect the county's citizens or its resources.

\_\_\_\_\_\_

**DECEMBER 2010** 

The REAL Culprits

track record.

Thursday, December 02, 2010

Posted by noairport at 01:07:34 in Costs, Quality of life, Voices, stopcta

agenda to the end after most other Court business had been tended to.

interpreted as an attempt to silence opposition to the proposed Central Texas Airport.

illustrates a pattern that could easily be interpreted as an 'abuse of power'.

have revealed an unsettling truth. One so unthinkable it was never even considered.

Airport outside of Oklahoma City. This airport has been in existence for over fifty-years and the study was done to

The recognized standard for aviation noise-level contours in the FAA's Integrated Noise Modeling program which should be used on this site and should include a complete list of the largest cargo-aircraft that may utilize this facility, and the expected frequency of flights, which Mr. Carpenter has pegged at 250 per day. Anything less is a deception.

Sunday, November 28, 2010 **Abuse of Power** Abuse of Power was published in the December 10, 2010 Smithville Times. It included some rather amusing editorial additions.

Citizens who have made the effort to come to the Courthouse to participate in their 'representative' government deserve better than to be sent to the end of the line. Some who come to speak take time off work to do so and lose income in the process. By adding an extra burden of up to an hour wait, the Court shows an insensitivity to and lack of respect for anything us 'ordinary folk' might have to say or the effort it takes to get there or the financial loss it might incur. It seems to be their not so subtle way of saying 'go away and stop interfering with our usual bureaucratic routine'. It could also be

Keep in mind that even if the agenda is followed, each speaker only gets 3 minutes which flies by in a heartbeat. Go past

The Judge has also noted on several occasions that the Court will not respond to questions during the comment period but that the Court will carefully consider what has been said. Well, after months of offering comments to the Court, there has been ZERO indication that anything we have presented has made one bit of difference. So please, either engage us in

The 381 Agreement which was only presented to the public as a fait accompli and the charade of Citizens comments

As our elected representatives, the Commissioners are supposed to be working with us and for us. They do not 'own' the Court nor are they its 'rulers'. But that's exactly what it feels like from where we sit. An attitude readjustment from the

At the last two Commissioners Court meetings, Judge McDonald, in his very affable manner, quietly announced a change in order of the agenda. The new order, moved the Citizen Comments which are routinely scheduled for the top of the

Court is in order and overdue. Posted by noairport at 12:59:50 in Players, County, The 'expendable', Voices, stopcta

The Freedom of Information Act (FOIA) documents obtained from Bastrop County regarding the Central Texas Airport

This is a bit complicated so let's get up to speed. In Section 1(b) of Bastrop County's 381 Agreement with Carpenter & Associates, the Central Texas Airport is exempted from having to adhere to the FAA's '14 CFR Part 139' rules. These rules contain guidelines for safe operation of airports. Since airplane collisions with birds or other wildlife can cause planes to crash, these rules contain 'Wildlife Hazard Zone' management recommendations which help to protect the safety of those

in the air and on the ground. Bottom line is that the exemption says the Central Texas Airport doesn't have to follow them. And that's very dangerous. For weeks we have been hammering the Court about this exemption to the '14 CFR Part 139' that puts the safety and security of Bastrop County citizens at risk. We just couldn't understand how the vetting process missed the exemption! We tried to rationalize that Carpenter's attorney must have slipped it in at the last minute. Or how it was overlooked in the excitement of giving away that huge tax subsidy to an operation run by someone with a less than stellar development

Carpenter's attorney sent the first draft of the 381 Agreement to the Court on August 31, 2009. There was no exemption

It took three months for the Court to complete their first revisions. The December 07, 2009 cover letter to the revisions

"These changes are based on comments we received from the members of the Commissioners Court and other County officials. Please let me know if you have any questions concerning the County's suggested changes and I will be glad to explain the basis for the requested change."

A quick look at the infamous 'Section 1(b)' in the revised document revealed an unthinkable but undeniable truth. THE PASSAGE CONTAINING THE EXEMPTION WAS ONE OF THE REVISIONS ADDED AT THE COUNTY'S REQUEST! Our very own Commissioners are the culprits responsible for the exemption!!! Do they care so little for the safety and security of the County's citizens? Are we that expendable?

It is unimaginable that the County has said NOTHING to set the record straight in all the months this exemption has been front and center during the Citizen's Comments at the Court sessions, in conversation with individual Court members, in

We are hoping the the County or their attorney will be kind enough to offer those of us put at risk by this exemption the same courtesy offered in the cover letter – an explanation of the basis for this addition. Then it will be time for the Court to 'man up' . . . to apologize to the citizens endangered by this exemption and finally, to void the 381 Agreement. That's

Bastrop County is suffering from a severe case of 'ED'. 'ED' is a driving force of the rich and powerful that is often implemented with government complicity. It is an affliction that is gripping the county, the country and in fact, the entire world. 'ED's' goal is a proverbial pot of gold . . . but at what price? 'ED' is responsible for untold suffering of those unable to protect themselves and for the destruction of natural resources and established communities. By now you should have realized that the 'ED' I'm referring to is the scourge of 'Economic Development'. And boy, does

Judge McDonald . . . in Saturday's Advertiser you are quoted as saying ". . . We want to make sure we are not putting the

Well, isn't that some carefully constructed political jargon. Why? Because the 'county' to which you are referring is the

How can you NOT realize that siting an airport smack in the middle of a Wildlife Hazard Zone puts CITIZENS at risk. How can you NOT realize that siting an airport on the banks of the Colorado river puts the RESOURCES of the county at risk.

Then you talk about "... a fair system of evaluation that protects the citizens while providing for positive economic

Just WHAT is fair about the sacrifice of the 'expendable' on the altar of 'ED'? Why has the county failed to arise to the

administrative entity. The county consisting of real, live, breathing people and the natural resources that will be

These comments were presented by StopCTA at the December 13 session of the Bastrop County Commissioners Court.

occasion of protecting its citizens? Why does the Court keep posturing and pretending that you care about anything but your own bureaucratic behinds? Considering the world economic climate, it would be easy to excuse what's happening under the desperate-timesrequire-desperate-measures category. Maybe. But the choices being made are destructive to self-governance. The shift of priorities from protection to acceptable risk is one that reeks of a corporate strategy rather than the equality and democracy that you have been entrusted to uphold. The road you are going down is very troubling. Please come to your

Airport police were notified at 7:26 a.m. that the pilot had decided to return to the airport, Bowen said. The plane, with 137 passengers and five crew members, landed safely a few minutes later. According to US Airways, Flight 943 was headed for Charlotte, N.C. The passengers were booked on other flights. The

Four fan blades inside the engine were damaged, Bowen said. All that was left of the bird was some blood. A sample was

Bowen said it's the first time in recent history that a pilot declared an emergency at the Norfolk airport because of a bird

Hampton Roads airports - including Norfolk International, Newport News/Williamsburg International, Norfolk Naval Station and Oceana Naval Air Station - reported 302 bird strikes from 2000 through 2008, according to FAA data.

The bulk of the strikes, 201, occurred at Norfolk International. From the end of that FAA reporting period through last

The airport has a federally mandated wildlife control plan, which includes managing bird populations through capture

taken and will be sent to the Smithsonian Institution, where a DNA test should indicate the type of bird.

"We've had pilots report bird strikes and land, but they've not declared an emergency," Bowen said.

The results will take about two weeks, Bowen said. The information also will be entered into a Federal Aviation

1,000 feet elevation and was headed toward the Chesapeake Bay, said Robert Bowen, the airport's deputy executive

including Norfolk International, Newport News/Williamsburg International, Norfolk Naval Station and Oceana Naval Air

A US Airways flight had to turn around and head back to Norfolk International Airport Monday morning after a bird struck

and preventing eggs from hatching, scaring birds away with noise guns and monitoring bird activity by the airport fire department. The airport also works with Norfolk Botanical Garden to control the bird population on nearby Lake Whitehurst. Airplane collisions with wildlife have more than doubled at 13 major U.S. airports since 2000, the FAA has reported. Posted by noairport at11:10:08 in News, Media

If the FAA can't keep track of planes just how are they going to do it at the proposed Central Texas Airport with only private security? Who knows what's going to be flying in and out of there! Doesn't sound like a very good idea to us.

NEW YORK – The Federal Aviation Administration is missing key information on who owns one-third of the 357,000

knowledge, or use the registration numbers of other aircraft to evade new computer systems designed to track suspicious flights. It has ordered all aircraft owners to re-register their planes in an effort to clean up its files.

About 119,000 of the aircraft on the U.S. registry have "questionable registration" because of missing forms, invalid

private and commercial aircraft in the U.S. — a gap the agency fears could be exploited by terrorists and drug traffickers.

The records are in such disarray that the FAA says it is worried that criminals could buy planes without the government's

addresses, unreported sales or other paperwork problems, according to the FAA. In many cases, the FAA cannot say who

Already there have been cases of drug traffickers using phony U.S. registration numbers, as well as instances of mistaken

Next year, the FAA will begin canceling the registration certificates of all 357,000 aircraft and require owners to register anew, a move that is causing grumbling among airlines, banks and leasing companies. Notices went out to the first batch

"We have identified some potential risk areas, but I think we're trying to eliminate as much risk as possible through the re-registration process," said FAA spokeswoman Laura Brown. The FAA says security isn't the only reason it needs an up-to-date registry. Regulators use it to contact owners about safety problems, states rely on it to charge sales tax and some airports employ it to bill for landing fees. Also, rescuers

But the FAA has emphasized the security and law enforcement angle as the new measure has moved through the rulemaking process over the past two years. The agency says the paperwork gap is becoming a bigger problem as authorities

There have already been cases of criminals using U.S. registration numbers, also known as N-numbers or tail numbers, to disguise their airplanes. In 2008, Venezuela authorities seized a twin-engine plane with the registration number N395CA

"He sort of started the conversation with, `Do you know where your airplane is? ... Your airplane's in a jungle in South

Lathrop's Piper Cheyenne II XL was locked safely in its hangar at the Ellensburg airport. The smugglers had apparently

Federal law requires all U.S. aircraft owners to register their planes with the FAA and carry the registration certificate on board. The registration number — all U.S. registrations start with the letter N — is painted on the fuselage or tail. The

The amount of missing or invalid paperwork has been building for decades, the FAA says. Up to now, owners had to register their planes only once, at the time of purchase. The FAA sent out notices every three years asking owners to update their contact information if needed, but there was no punishment for not doing so. As of 2008, there were

The U.S. registry includes 16,000 aircraft that were sold but never updated with the names of the new owners, and more than 14,000 aircraft that have had their registrations revoked but may still be flying because the FAA has not canceled their N-numbers. Other registrations are outdated because the owners have died or the planes were totaled in crashes.

As a result, there is a "large pool" of N-numbers "that can facilitate drug, terrorist or other illegal activities," the FAA

The problem became more acute after the government launched a new computer system for tracking flights called the Automatic Detection and Processing Terminal, or ADAPT, the FAA says. The system combines dozens of databases, from a

increasingly rely on computers to tighten aviation security in the wake of 9/11 and other terrorist plots.

Soon afterward, airplane owner Steven Lathrop of Ellensburg, Wash., received a call from a reporter.

"Anybody with a roll of duct tape can put any number they want on an airplane," Lathrop said.

numbers are used on flight plan forms and by air traffic controllers to communicate with aircraft in flight.

vests last year in Ramona, Calif. They told him his tail number had been confused with that of a wanted plane in Florida. In August, police in Santa Barbara, Calif., detained flight instructors John and Martha King at gunpoint after federal authorities mistook their Cessna for a plane that was stolen in 2002. The Kings are famous in aviation because they produce and star in a popular series of test-preparation videos for pilots.

The error in the Kings' case was eventually traced to a law-enforcement database that is cross-referenced with the FAA's registry, not to the registry itself. But Brown of the FAA called it an example of the real-world consequences of bad record

To update the FAA registry, the agency will cancel all aircraft registrations over the next three years. Owners will have three months to re-register. In addition, the FAA will do away with its one-time registration certificate and adopt one that

"We're trying to model it more closely on some of the programs that are in effect for automobiles," Brown said. "With the

Airlines, leasing companies, charter operators and banks agree there is a problem but have complained about having to

The Air Transport Association of America, which represents airlines, warned in 2008 that the measure "had the potential

Other groups noted that most of the aircraft with paperwork problems are smaller planes that pose little terrorist threat.

"I don't think we're going to see a tremendous security benefit as a result of this," said Doug Carr, a vice president of the

Banks and finance companies that hold loans used to buy planes will be among those hardest hit, said David Warner,

general counsel for the National Aircraft Finance Association. A bank's claim to an aircraft is often tied to the FAA registration, so lenders are having to hire more staff and buy computer systems to track hundreds of aircraft

to wreak havoc on the commercial air transportation system." On Tuesday, ATA spokesman David Castelveter said

has to be replaced every three years. Those who fail to re-register will lose their certificate, and the plane must be

"It's very, very scary," Martha King said. "If this keeps happening to people, somebody's going to get shot."

more regular renewal process, you will capture bad data much more frequently."

airlines are still gauging the potential effect of the new rule.

pressed, blurted YES, there would be an opportunity to do that.

**COMMISSIONERS COURT** 

Pilot Pierre Redmond said his Cirrus was searched by Customs and Border Protection agents in fatigues and bulletproof

"The threat of people wanting to do us harm is very real, but the focus on re-registration or stale registration data on aircraft is not where the risk is likely to be," Warner said. Posted by noairport at 11:15:40 in News, Media \_\_\_\_\_\_

On April 13, 2009, the Bastrop County Commissioners Court granted Jim Carpenter an opportunity to present information about the proposed Central Texas Airport and possible legislation to create a Municipal Utility District (MUD) to support

The County and City of Bastrop had been aware of the project for several months but the public had been kept out of the loop until just prior to the meeting. The citizens of Bastrop County were not pleased and many attended the SRO event.

At that presentation, someone from the audience asked the Court if citizens would have an opportunity to express their

Agreement with Jim Carpenter which included a 75% 30 year tax rebate for the airport. The good citizens of the County were never offered the opportunity to express their concerns about the deal in a public meeting as promised by the

However, demand for a public meeting has continued during the citizen's comment period at the Commissioners Court sessions. On November 22, the demand prompted an impromptu hallway meeting with the Judge. He tried to explain that he MEANT that the meeting was for the MUD though MUD was not referenced in proximity to his 2009 promise. His

So the Judge didn't keep his word and the 381 is a done deal. Do politicians ever keep their word? If the citizens who

concerns publicly at a later time. The judge hemmed and hawed and conferred with Commissioner Dildy and when

Now fast forward to 2010. In June, just over a year after that presentation, the Commissioners entered into a 381

attended Carpenter's presentation had pressured the Court immediately following that presentation, things might have been different. But they didn't and now that ship has sailed. Let's get over it, move on and not let another opportunity slip The Bastrop Advertiser report of this Court session was never published online but here is a scan of it:

Saturday, November 27, 2010

fancy semantic two-step around the issue just doesn't ring true in light of the recording of the presentation.

asked the commissionthe folks to try and claritinued at Monday's meeting, but an agreement that has fy the difference between ers to approve the subwith a twist: Following the citizen mission of an application the two," McDonald said generalities, but we don't comments portion of the meeting, after returning to the think they heard enough for the 2011 Emergency Bastrop County Judge Ronnie regular meeting, adding specifics about this before Management Prepared-McDonald met briefly with those ness Grant. Fisher said signing this agreement." that the court is not alopposing the agreement in the lowed to respond to citithe county has been apfover outside the court. McDonald

Impromptu **COURT:** County judge sets record straight meeting of us have that recollec- information with the Continued from page A1 tion. He said that when the matter of public meetcourt and also said reings about the issue. he was talking about a maining items to comheld in hall public meeting, he was plete the plan are public McDonald said opponents have claimed that a referring to the MUD at meetings, city participation of Bastrop/Smiththat point.' public meeting was prom-Tom Placek, another ville/Elgin, the compleised on the subject, but BY MIKE BLACKWELL tion of the preliminary Walnut Creek study, an opponent of the agree-ment, said he was hopeexplained that there is Staff Reporter a difference between the 381 Agreement - which ful that the court would alternatives analysis For weeks now, the Bastrop is financial and therefore ultimately get a clearer and completion of the Commissioners Court picture of the airport's Texas Water Developdoes not require a pubmeetings have included a steady lic meeting - and a Mu-nicipal Utility District negative ramifications. ment Board's Flood Prostream of citizens speaking out "We just want to get tection Plan Report. against the Bastrop County 381 agreement, which would the court to understand ■ Mike Fisher, Bastrop Agreement with the Central Texrequire a public meeting. some environmental and County Emergency Manas Airport. I met with some of safety specifics," Placek said. "It's easier to sign agement Coordinator, That streak of consistency con-Thompson said Mc-Donald was "non-comproved for the grant since zens' comments during said he was attempting to clarify that part of the meet-ing. "We've had comment mittal" about future open 2008, and that the grant meetings on the issue reimburses for up to 50 See COURT, page A3 when meeting with the percent of the county's asking why we didn't emergency management address concerns, but group Monday, but Mcthat's not what we can do Donald told the Advertiscosts. Commissioners at that point; we need to er that issues pertaining approved the submission listen. We're not ignoring to the airport would be of the grant application. addressed at a later time ■ Commissioners appeople and I wanted to proved an agreement bemake that clear." in the process. "I was surprised he came out," Thompson said. "But I understand Tom Thompson, who has been one of the most tween the Texas Health and Human Services Commission and Bastrop vocal critics of the agreement, said that he apprepolitics and that's good County for use of the LBJ Building at 218 S. Main in Elgin. The agreement ciated McDonald's outstrategy. In other commission-"The judge was trying ers court items: is from Jan.1, 2011, unto delineate the differ-ence between the two," ■ Wes Birdwell of Halff til Dec. 31, 2012. Associates, the engi-■ Commissioners neering firm conduct-ing the Bastrop County Thompson said. "He said proved a contract bethat was clear when we tween the county and the Flood Damage Evalualaw firm of Allison, Bass had the first meeting in April of 2009, that tion Plan, gave a status & Associates of Austin, we would have a pubreport to the court, but for assistance with sublic meeting if it became no action was taken. division planning and

Birdwell shared budget other legal matters. a MUD issue, but none Posted by noairport at 15:56:10 in Players, Developer, County, The 'expendable', Voices, stopcta

Part 1, Central Texas Airport: The county's responsibility By Cyndi Wright **Bastrop Advertiser** December 10, 2010 Part 2 of this series will examine the City of Bastrop's steps in regards to the Central Texas Airport, which will exist inside

Tuesday, December 21, 2010

The county's responsibility

the city's extraterritorial jurisdiction. Part 3 will present citizens voices, both pro and con, for the CTA project. Is Bastrop County doing all it can to protect its citizens and maintain the great quality of life many people moved here for,

while at the same time promoting economic development? For some residents, especially those who currently find themselves living near the proposed Central Texas Airport in

Cedar Creek, it may seem as though there are not enough steps being taken by the county to ensure not only their safety and well-being, but also the safety and well-being of the environment. But the cold facts are that counties in Texas have almost no power to stop, or even regulate, development within their boundaries. Unlike home-rule cities, who have zoning and other regulatory powers and can almost make their own rules,

And, that legislation does not allow counties to do much more than regulate subdivision growth. "People move out to the country for the freedom from city regulations but then they still want the coverage," said Ronnie Moore, the county's engineer. "Counties cannot govern like a home-rule city. We can only enforce the statutes and laws of the Texas constitution."

counties must operate under laws established by state legislation that are not specific to an individual county's needs.

dividing of land). So what happens when a developer such as Carpenter and Associates, the main force behind the

Counties have no zoning authority and have limited ability to regulate land use – primarily through approval of plats (the proposed Central Texas Airport comes to the county?

Besides having no real power to say no to a privately-funded development, such as the CTA, the county could find itself in legal trouble if it tried to – and would have to spend taxpayer money to defend itself in a battle it would most likely lose. However, counties have learned through experience that while they cannot stop such development, they can come to the

negotiating table and try to find ways to make these developments more palatable to the people who will be affected most – the county's residents.

In this particular case, since part of the land that Carpenter and Associates are planning to build on is in a flood plain, the county can impose some regulations related to flooding impacts. If the developer decides to subdivide and it requires platting, the county has some authority over that with regards to roads and utilities. But the best negotiating tool the

county has in its box by far is the 381 agreement – an economic development agreement that allows for financial incentives as a way to control how something is developed. Additionally, for the developer to pursue other opportunities through the Texas Legislature, having the county's approval is a necessity and the county can withhold that approval until the developer agrees to meet certain requirements set forth in the 381.

The county has entered into one other 381 agreement – with Burleson Crossing developers – and used that agreement as a skeleton for the one they currently have with Carpenter and Associates. "We want to make sure we are not putting the county at risk," said County Judge Ronnie McDonald. "We want to make

Texas Airport, that airport must have a 14 CFR Part 139 certificate on file.

"The most effective way a county can regulate is through incentives," Moore said.

by the state comptroller. So, under this agreement, is the county giving away what amounts to taxpayers' money to a developer? At first blush it may look that way, but in reality, the land the developer is looking at is currently an agricultural property – and the taxes

If someone comes in and puts millions of dollars of improvements on the land, such as what Carpenter and Associates are proposing, the value of the land increases in proportion. So, even though the county may rebate 75 percent of that tax back to the developer for 30 years, the 25 percent the county (and Elgin ISD) will collect, will still amount to much more than is currently being collected.

**Part 139** Much of the anger expressed lately by foes of the CTA has focused on a clause the county inserted into the 381 agreement.

In 2004, the FAA issued a rule that established certification requirements for airports serving aircraft designed for more than nine passenger seats. If larger aircraft, such as the ones flown by Delta and Southwest, ever want to land at Central

There are several basic tenets to a Part 139, including inspections by FAA airport certification safety inspectors for such things as pavement conditions, markings, lighting, presence of wildlife and traffic and wind direction indicators.

By inserting a clause into the 381 agreement that says in effect that the CTA will never be required to have a Part 139 certificate, the county has ensured that a possible future owner of the CTA will never be able to change this airport into one that services scheduled airlines that carry more than nine passenger seats or unscheduled airlines that carry more

"We wanted to have a safeguard to ensure that it would never become that type of airport," Moore said. Since this airport

as it is proposed is to be privately financed, there is no requirement by the federal government for an environmental assessment. Since the federal government does not require such an assessment, the county cannot force the developers

The promises

to use reasonable efforts to begin phase one of the airport improvements to begin by June 30, 2012 and be completed no

"As a county, if there is an opportunity for economic development in our area, as good government we should have a process for analyzing that in a fair way to see if it is good for our county and citizens," McDonald said. "We need to use a

Tuesday, December 21, 2010 Mission spin: part 1

Bastrop County recently approved an official 'Bastrop County Mission, Values, and Objectives' statement. It is now posted

Bastrop County

Mission, Values, And Objectives

Our Mission:

Practicing honesty and ethical behavior in our dealings with one another and with those who entrust us with the governance of the County **ACCOUNTABILITY** Maintaining high levels of customer service to our citizens, and accepting responsibility for our actions. RESPECT

> We believe in treating others the way we would like to be treated. **PROFESSIONALISM** Hiring, training, and developing our staff to be knowledgeable and expert in their roles and working to continually improve our services through educating and empowering our workforce LEADERSHIP Proactive efforts to manage current situations and prepare for the future. **ACCESSIBILITY** Maintaining an open and responsive government, and making what we do understandable to our co-workers and our citizens. STEWARDSHIP Striving to make the most efficient and effective use of our human, financial, and natural resources. COLLABORATION Actively seeking citizen participation and recognizing the diverse interests and needs of our community.

> > Our Primary Objectives: Operate an effective, competent, and service-oriented County government Provide for the safety and security of our citizens Protect the environment and our quality of life Preserve an adequate fund balance Provide an effective and efficient judicial / legal system Develop long-range strategic plans Support and promote economic growth and development Ensure that state legislative mandates are carried out successfully Cooperate with other public works, public safety, and educational organizations Be a resource of information and assistance for our citizens

Let's examine the first paragraph: 'Our Mission' as it relates to the Central Texas Airport/Eco-Merge fiasco. "To promote the health, safety and general welfare of our citizens, to preserve the history, culture and natural resources; and to serve as trusted stewards, providing County services in a professional, courteous, ethical, and fiscally responsible manner." Would siting an airport within a FAA-recognized Wildlife Hazard Zone that may bring down aircraft on a school or subdivision due to bird-strikes be considered promoting 'the health, safety, and general welfare of our citizens'? Would siting an airport in the middle of twenty established subdivisions be considered promoting 'the health, safety and general welfare', when many residents may suffer condemnation and vastly reduced property valuation? Would the removal of safety and environmental regulations by Bastrop County's 'trusted stewards' to facilitate airport construction and operations be considered 'professional', or 'ethical'? The answer to these three questions is no, no, and a resounding NO! The performance of the Commissioners Court on these, and many other aspects of the Central Texas Airport/Eco-Merge fiasco, does not live up to the standards of the 'Mission' statement, and should be viewed for what it really is. 'Spin'. And we all know what 'spin' used to be called. Posted by noairport at 11:16:26 in Players, County, The 'expendable', Voices, oracle \_\_\_\_\_ Wednesday, December 22, 2010 The city's responsibility Part 2: The city's responsibility By Cyndi Wright **Bastrop Advertiser** December 20, 2010 Part 2 of this series examines what the City of Bastrop can do regarding regulating development, such as the proposed Central Texas Airport, inside its extra-territorial jurisdiction. The City of Bastrop's ETJ stretches west from the city almost to the Travis County line. That's a lot of area for hungry developers to contemplate turning into profitable growth. For Mayor Terry Orr, there are many things to consider when a developer comes knocking – much of it revolving around compatibility.

The developers of the Central Texas Airport have asked the city to approve the implementation of various special districts for the project, which will allow them to recoup private funds used to develop infrastructure within the project, such as roads and utilities, by imposing a tax on residents inside the boundaries of the district.

then the developer can go to the Texas Commission on Environmental Quality and the attorney general."

"Is it compatible with the area around it – as far as other businesses and residential?" he asked. "Is it compatible with

And another important part of the equation is getting as much input as possible from the citizens who might be impacted

"The city does not do its business in a back room," he said. "We would have full public hearings about something of any

According to city manager Mike Talbot, the city has some means for controlling and regulating the development in those

"By law, we can be intimately involved in the creation of any special district that is located in the city's ETJ," Talbot said. "But, if the city and the developer are not able to reach an agreement about the district's formation and future operation,

There are at least two tools the city has in its box to help regulate such development, according to Talbot, including giving

its blessing, or consent, to the creation of a special district, which is a process required by state law, and negotiating a mutually-acceptable developer's agreement, such as the one the city entered into with XS Ranch – the 7,000-unit housing

"A developer's agreement was the approach we took with XS Ranch," Talbot said. "The XS Ranch developer felt it was more expeditious to work thorough the city, rather than going the TCEQ route. We sat down and reached a consensus.

XS Ranch is a large Municipal Utility District that may be divided into smaller MUDs in the future, all of which are inside its

Two weeks ago, Carpenter and Associates, the lead developer on the airport project, approached the city council and

asked for their blessing on developing a special district related to the airport project

federal, state, county and city regulations? And last, but not least, is it compatible with the environment?"

by the development.

development to be located on Texas 95.

There was give and take on both sides."

consider the details of the proposed project and for an

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who entrust us with the governance of the County'.

Thursday, December 23, 2010

'Values' are just window dressing.

Webster's definition of 'integrity' is:

practiced what it preached.

Friday, December 24, 2010

December 16, 2010

the Bastrop and Elgin school districts.

city's ETJ powers in some future session.

Monday, December 27, 2010

Texas Airport? Let's take a look.

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Obviously we're not in Mayberry anymore.

Then comes the treasure trove of spin titled 'VALUES':

Mission spin: part 2

section.

boundaries..

independent reviews."

magnitude."

areas.

the city's consent for the plan to extend the boundaries of a water control district that is now located solely in another county into Bastrop County." A water control district is another taxing entity. According to Talbot, the city council declined to take immediate action on the matter, instead asking for more time to

"They were asking for approval to move forward on their project as a special district," Talbot said. "They were also seeking

So far, however, there has been no reply from Carpenter and Associates. http://bastropadvertiser.com/2010/12/20/part-2-the-city's-responsibility/ Posted by noairport at 16:45:27 in News, Media, Players, Developer, County

Let's continue an examination of the 'Bastrop County Mission, Values, and Objectives' by considering the 'Our Values'

'Integrity', 'Accountability' and 'Respect' deserve special attention because without these three, the remaining five

INTEGRITY: "Practicing honesty and ethical behavior in our dealings with one another and with those

Just how does that phrase square with the video evidence of Judge McDonald promising a public hearing for citizens on the CTA, and then, after repeated requests from citizens for him to honor the promise, he tries to convince the people

How respectful is it to leave those who would be most affected by the CTA project completely out of the negotiating equation? Why weren't the people of this County treated with the same consideration as Carpenter & Associates? The Court has given citizens of this County zero respect and endangered the future of many in the process. If only the Court

Bastrop County, as the rest of the United States, should operate on a system of representative Democracy which mandates that our elected officials carry out the wishes of the electorate and seek their input on issues that may

think you're getting exactly that, when you're only getting a corporate sow's ear dressed up like a silk purse.

Are the 'Bastrop County Mission, Values, and Objectives' spinning too fast for you to read?

materially affect their existence. Attempts to undermine this system are usually prefaced by 'spin' designed to make you

Bastrop, TX - When the Bastrop City Council met Nov. 9 it heard a presentation from developers of the proposed Central Texas Airport, planned for some 1,500 acres west of the city between the Colorado River and the intersection of FM 969

Developers, led by Austin-based Carpenter and Associates, asked for Bastrop's consent to annex the tract to an existing

lawmakers meet in Austin next year. Proponents said the airport will create thousands of jobs and boost tax revenues of

After hearing from the Carpenter group and a number of opponents who live in the proposed airport area, the council decided it would consider the project only on certain conditions, including a requirement that proponents pay the city's

In an interview today Bastrop City Manager Michael Talbot said the city has heard nothing from the Carpenter airport

Under current state law, the city's consent is required for the creation of new taxing districts in Bastrop's extra-territorial jurisdiction (ETJ), which includes the proposed airport site. The Legislature, of course, could decide to revise or revoke the

water control district and for support to change state law to give the water district additional powers when Texas

and FM 1704 south of Elgin. City officials have heard nothing from the developers since, however.

group since the November meeting. He declined to speculate on what that silence might mean.

First we had the whole eco-merge, greeny goodness spin coming from Carpenter & Associates.

would be "to promote the health, safety and welfare of our corporate financial partners".

Airport proponents silent Private airport proponents fall silent By Davis McAuley bastrop-news.com

Posted by noairport at 09:08:26 in Players, County, Voices, oracle

Down the Rabbit Hole These comments were presented at the December 27th session of the Bastrop County Commissioners Court. FOX 7 News said they were going to be there but stood us up!! Maybe next time . . . There's a lot going on in Bastrop County these days and its becoming more and more surreal. It's as though the County

has fallen down the rabbit hole to another dimension where up is down, left is right and nothing is quite what is seems.

Now the County is trying it's hand at the art of spin. Let's take a look at the newly penned 'Mission, Values and **Objectives**' statement that now graces the wall outside this courtroom. It's right up there at the top of the the spin-ometer chart. Just how do all those noble ideals line up with the reality of what's gone on with regard to the Central

The 'MISSION' statement opens with these words: "To promote the health, safety and welfare of our citizens . . . "

In light of the 381 Agreement with Carpenter & Associates for the Central Texas Airport, perhaps a better rendering

'ACCOUNTABILITY' promises . . . 'accepting responsibility for our actions . . .' OK, Judge McDonald . . . if you practice

Of course not. But a 737 that just sucked ducks or geese into its engines, and is now falling out of the sky will.

sure the county is protected and if the developer does follow through (with the requirements set forth in the 381 agreement), then the county benefits." Tax rebates Under the 381 agreement with the county, the developer will receive back 75 percent of the ad valorem taxes, a tax based on the value of real estate or personal property, paid each year for a period of 30 years, the length the 381 agreement is in force. The developer is also entitled to 75 percent back of any sales and use taxes remitted to the county

"It's strictly performance based," McDonald said. "Money they receive back is money they brought in – in investment and increased value to the property."

than 31 passenger seats.

into getting one.

collected are in line with that.

The county does not have the authority to impose – or not impose – whether an airport in its borders follows federal regulations. Whether an airport is liable to certain federal regulations depends entirely on the airport, its funding (whether federal or private) and its size and scope.

As part of going into a 381 agreement with CTA, the county has asked that certain requirements be met. As discussed, these typically focus on financial incentives for the company that help a Texas county negotiate for economic development that fits in with the safety and well-being of its residents.

Some of the requirements set forth in the 381 with the CTA include that the CTA agrees

Posted by noairport at 10:59:00 in News, Media, Players, Developer, County

near the entrance to the Bastrop County Commissioners Court

later than June 30, 2014 (the same restrictions apply to commercial improvements in the project).

fair system of evaluation that protects the citizens while providing for positive economic growth."

See: http://bastropadvertiser.com/2010/12/10/part-1-central-texas-airport-the-county's-responsibility/

To promote the health, safety and general welfare of our citizens; to preserve our history, culture, and natural resources; and to serve as trusted stewards, providing County services in a professional, courteous, ethical, and fiscally responsible manner. Our Values:

Alternatively, if the developer does not want to go though the process either with the TCEQ or the city, directly, it may attempt to have special legislation adopted by the State Legislature to create the district. That process generally happens after a developer has already obtained some form of agreement from within the county, city or city ETJ. **Tools** 

agreement to work jointly with the developer on the process. "We need more information and time to evaluate this," he said. If it's anything like the process XS Ranch went through with this city council, which took two years, that evaluation and negotiation could be fairly exhaustive – and expensive. According to Talbot, the city sent back a reply to the airport

developer's request, asking that the developer bear any cost the city incurs consulting with professionals to determine the feasibility of the project and the city's role in approving it, so that the citizens of the city aren't asked to bear the cost that is generated solely by the developers project. It's the same agreement the city had with the developers of XS Ranch.

"We do take our ETJ very seriously," Mayor Orr said. "We do cooperate with developers. They provide funding for our

Now, would anybody who has followed the CTA/Eco-Merge fiasco, and read the Freedom of Information documents which have been made partially available to us, really believe that any 'moral principle' was followed when the Commissioners negotiated and approved the 381 Agreement behind closed doors? How does a decision made without any public input and which may ruin hundreds of people's lives uphold the integrity that is professed?

'Being of sound moral principle; uprightness, honesty, and sincerity'.

**ACCOUNTABILITY:** 'Accepting responsibility for one's actions.'

**RESPECT:** 'Treating others the way we would like to be treated.'

that he was speaking about a MUD, and not the entire project?

Talbot said the city would "respond appropriately" to any such effort in the upcoming legislative session beginning in January. Posted by noairport at 20:19:42 in News, Media, Players, Developer

cost to engage expert consultants to evaluate the proposals.

what the Mission statement preaches, just when are we gonna have that public hearing? 'STEWARDSHIP' suggests 'striving to make the most efficient and effective use of our natural resources'. The focus on Onward to 'COLLABORATION', which extols 'Actively seeking citizen participation . . .' You have got to be kidding!! Not one ordinary taxpaying citizen was consulted or asked to participate in any part of the CTA approval process. Instead, this

They would have us believe that Texas Civil Statutes exist which differentiates on what subject matter may be discussed in a public hearing. Show us, or shut up about it . . . period.

The argument is moot anyway, because when Director Moore placed a restrictive covenant within the 381 Agreement with Carpenter & Associates that will allow the facility to be built and operated in a unsafe manner, this disagreement is

Just ask yourself this: Is a low-flying tax-abatement, water, or wastewater line going to impact your home at 200 MPH?

Now, when your Bastrop County Commissioners Court tells you that you may not question their decisions in a public hearing upon this issue, they are not acting in the public interest in any form, shape, or fashion, regardless of what their new 'Mission (of Desperation)' statement says It'll be interesting to see what the Bastrop County legal team of Dewy, Cheatham, and Howe will come up with to justify the 'spin' of that 'August' body to the public safety issue. The truth would be nice . . . for a change. Posted by noairport at 15:08:34 in Players, County, Voices, oracle 2 comments

no longer about financial or utility concerns, it's a public safety issue . . . period.

using rather than preserving is very telling and disturbing. airport has been imposed on us unilaterally by this very Court via the 381 Agreement. The 'MISSION' statement closes with a list of 'PRIMARY OBJECTIVES' which offers more unkept promises: Just how does an airport located within a Wildlife Hazard Zone 'Provide for the safety and security of our citizens'? Just how do toxic chemicals, acres of tarmac, screaming jets, increased traffic, plummeting property values etc. 'Protect the environment and our quality of life'? The entire 'Mission' statement reeks of strategy from a corporate attorney or clever marketing consultant. Just who are you trying to convince? Well, we see right through all of it and we're not buying what you're selling. Actions do speak louder than words. Posted by noairport at 11:39:01 in Costs, Quality of life, Environment, Players, County, Voices, stopcta Monday, December 27, 2010 Moore Is Less The unfortunate debacle today (12/27/10) of Planning and Development Director Moore and Judge McDonald continuing the 'spin' that the citizens and tax-payers of Bastrop do not deserve a public hearing on the CTA/Eco-Merge fiasco should be considered the low-point on the 'Democratic' process in our county.

**END OF 2010 ENTRIES**