# SPACEPORT CAMDEN

# ENVIRONMENTAL IMPACT STATEMENT

# CAMDEN COUNTY, GEORGIA

# PUBLIC HEARING SUMMARY REPORT

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**December 2018**

**Prepared for:**

**Federal Aviation Administration**

**Office of Commercial Space Transportation**

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# Acronyms and Abbreviations

| | |
|---|---|
| AST | Office of Commercial Space Transportation |
| **Camden County** | Camden County Board of Commissioners |
| **CD** | compact disc |
| **CEQ** | Council on Environmental Quality |
| **EIS** | Environmental Impact Statement |
| **FAA** | Federal Aviation Administration |
| **NEPA** | National Environmental Policy Act |
| **NOA** | Notice of Availability |
| **PSA** | public service announcement |
| **U.S.C.** | United States Code |

# 1.0 INTRODUCTION

The Federal Aviation Administration (FAA) Office of Commercial Space Transportation (AST) prepared a Draft Environmental Impact Statement (EIS) to evaluate the potential environmental impacts that may result if FAA issues a Launch Site Operator License to the Camden County Board of Commissioners (Camden County) to operate a commercial space launch site, called Spaceport Camden, on the Atlantic seaboard in Camden County, Georgia. A Notice of Availability (NOA) for the Draft EIS was published in the *Federal Register* on Friday, March 16, 2018.

This document summarizes the results from the public hearings conducted following the publication and distribution of the Draft EIS. Public hearings are a required by the Council on Environmental Quality (CEQ) regulations on implementing the National Environmental Policy Act (NEPA) (42 United States Code [U.S.C.] §§ 4321-4335). FAA Order 1050.F, *Environmental Impacts: Policies and Procedures*, provides policies and procedures to ensure agency compliance with NEPA, CEQ regulations, and Department of Transportation order 5610.C, *Procedures for Considering Environmental Impacts*, including the public hearing process. This Public Hearing Summary Report is organized as follows:

- Section 1 – Introduces and describes this Public Hearing Summary Report
- Section 2 – Details the public review and hearing process
- Section 3 – Describes the notification methods used to advertise the public hearings
- Section 4 – Describes informational materials utilized and distributed at the public hearings
- Section 5 – Provides a list of media coverage of the Draft EIS and public hearings
- Section 6 – Provides a synopsis of the comments received at the public hearings
- Appendix A – Draft EIS Notice of Availability
- Appendix B – Draft EIS Delivery/Notification Letters and Distribution List
- Appendix C – Public Hearing Notification Materials
- Appendix D – Sign-in Cards and Media Sign-in Sheets
- Appendix E – Public Hearing Materials (Posters, Brochure, Presentation, etc.)
- Appendix F – Public Hearing Transcripts and Written Comments Submitted at Public Hearings

# 2.0 PUBLIC REVIEW AND HEARING PROCESS

The public review process was initiated with the availability of the Draft EIS on March 9, 2018 (the Draft EIS was distributed a week prior to the publication of the Notice of Availability) and officially when the NOA for the Draft EIS was published in the *Federal Register* on Friday, March 16, 2018 (Appendix A).

The Draft EIS was posted for public review on the internet at the FAA Office of Commercial Space Transportation (FAA/AST) website (https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/ ).

An email (eblast) announcing availability of the Draft EIS, dates and location of the public hearings, and a list of repositories was sent by FAA on March 8, 2018, to approximately 1,150 recipients on the project mailing list. In addition, FAA distributed either a CD, or hard copy containing a CD, of the Draft EIS to individuals who requested a copy and to agencies, officials, and repositories on the EIS distribution list (Appendix B). Copies of EIS distribution letters sent to the public, agencies, elected officials, and tribal entities can be found in Appendix B. To facilitate public review of the Draft EIS, hard copies were mailed to the following libraries in southeastern Georgia, which were listed in all publicly released materials for notification of Draft EIS availability and public hearings:

- Camden County Public Library, 1410 Georgia Highway 40, Kingsland
- St. Marys Public Library, 100 Herb Bauer Drive, St. Marys
- Brunswick-Glynn County Library, 208 Gloucester Street, Brunswick
- St. Simons Island Public Library, 530A Beachview Drive, St. Simons Island
- Bryan Lang Historical Archives 311 Camden Ave, Woodbine (by request)

A number of methods were used to advertise the availability of the Draft EIS and provide information about the public hearings. These methods are discussed in more detail in Section 3 and included email (eblast), postcards, newspaper display advertisements and radio public service announcements (PSAs), community flyers, and posting of information on the FAA/AST Spaceport Camden project website.

During the public comment period, FAA held two public hearings on April 11 and 12 at the Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, Georgia. FAA encouraged the public, agency representatives, tribal entities, and other interested parties to provide verbal and written comments during the public hearings, mail written comments, or email comments to the project email address (FAACamdenSpaceportEIS@Leidos.com) on or before June 14, 2018, the close of the 90-day public comment period. The public comment period was initially set for 45 days, ending on May 7, 2018. Due to requests from the public, the FAA extended the comment period to 60 days, ending on May 16, 2018, and then again to 90 days, ending June 14, 2018.

## 2.1 Public Hearing Objectives

The public hearings served to fulfill several purposes, including obtaining public and agency comments on the Draft EIS. The Final EIS will address comments received on the Draft EIS, as

appropriate, and a comment summary and response table will be incorporated as an appendix to the Final EIS. Other objectives of the public hearing process were to:

- ascertain if the Draft EIS adequately addressed environmental and other issues of concern expressed during the scoping process;
- provide a formal and open opportunity for the public to comment on the Draft EIS;
- receive comments, both verbal and written, on the content and organization of the Draft EIS from agencies, organizations, tribal entities, and members of the public; and
- clearly and concisely communicate important information about the Draft EIS during the public hearings through handouts, poster displays, the FAA presentation, and conversations during the open house.

## 2.2 Public Hearing Format and Attendance

Two public hearings were held in Kingsland, Georgia, at the Camden County Public Service Authority Recreation Center on Wednesday, April 11, and Thursday, April 12, from 5:30 to 8:30 p.m. The location was chosen for its proximity to the area of the proposed spaceport, accessibility to the public (including Americans with Disability Act compliance), capacity to comfortably host 300 or more attendees, and historical use for similar public meetings. Directional signs on the streets leading to the meeting location and welcome posters inside the venue directed attendees to the meeting location.

Each of the hearings followed the same format: an open house period followed by an FAA presentation and a formal comment period. While the meetings were held in an open, public access recreation center where activities occurred in other parts of the buildings, doors to the open house area and main meeting room were secured and opened at 5:30 p.m. for each meeting. Registration for the hearings began at 5:00 p.m. Attendees were greeted at the registration area by contractor and FAA staff and were instructed to fill out a registration card. Registration cards collected name and email information and provided check boxes for attendees who wished to provide verbal testimony during the hearing and/or whether they would like to be included on the project email list. When there were higher volumes of attendees at the registration area, primarily just after 5:00 p.m., contractor and FAA staff circulated in the waiting area and provided clipboards, sign-in cards, and pens for attendees to fill out cards while waiting. For members of the media attending the public hearings, a separate sign-in sheet was provided. Scans of registration cards collected at both meetings as well as the media sign-in sheets can be found in Appendix D.

An open house was held in the community room of the recreation center and supported by nine large displays and a table containing copies of a multipage handout, which provided 8- by 11-inch sized versions of selected poster displays. The displays and handouts are detailed in Section 4 and displayed in Appendix E. Each of the displays was staffed by Leidos subject matter experts or FAA personnel, who were available to engage with members of the public to answer questions about the Draft EIS, NEPA process, proposed action, and resource areas potentially affected by the EIS proposed action.

Toward the end of the open house, attendees were directed from the community room to the gymnasium area, where the formal portion of the hearing was to be held. At approximately

6:30 p.m., Stacey Zee of FAA/AST welcomed hearing attendees and provided a brief description of the purpose of the hearing and the Draft EIS before introducing the hearing moderator, Wendy Lowe. Ms. Lowe provided some administrative and meeting location details before turning the proceedings to Pam Underwood of FAA/AST and Stacy Zee, who provided the FAA presentation. Ms. Underwood addressed the FAA licensing review process and Ms. Zee provided information about the environmental review process and explained the proposed action and alternatives analyzed in the EIS. The hearing presentation can be found in Appendix E. A certified court reporter, Ms. Teri Wynn, recorded the FAA presentation as well as the public testimony that followed. Transcripts of the public hearings can be reviewed in Appendix F.

Following the FAA briefing, the floor was opened for formal testimony. Ms. Lowe provided instructions for commenting and described the format and ground rules for providing testimony. She then called upon those individuals who registered to provide comments. To ensure that everyone had an equal chance to speak, a three-minute time limit (as identified in the NOA and other public notification materials) was established for each speaker. A small yellow caution sign, held up by both Ms. Lowe and a member of the contractor staff in the audience, informed speakers if they were approaching the three-minute time limit; a red stop sign was held up if the three-minute limit was surpassed.

Attendees not providing verbal comments were encouraged to provide written comments either at the hearing, by mail, or by email. Comment forms were placed on comment tables and distributed to members of the public requesting them. Comment stations were located in both the main hearing area (gymnasium) and open house session area (community room).

During the two meetings, FAA received 51 verbal comments and 18 written comments. Copies of the verbal comments, by way of hearing transcripts, and written comments submitted can be found in Appendix F. A total of 169 people signed in at the two meetings (not including media members). Attendance and numbers of written and verbal comments received at each hearing are summarized in Table 2-1.

**Table 2-1. Public Hearing Attendance and Comments Received**

| Date | Location | Public and Agency Attendees | Elected Officials Present | Verbal Testimony Provided | Written Comments Received |
|---|---|---|---|---|---|
| Wednesday, April 11, 2018 | Camden County Public Service Authority Recreation Center, Kingsland, Georgia | 107 | 1 | 26 | 15 |
| Thursday, April 12, 2018 | | 62 | 0 | 25 | 3 |
| | **Total** | 169* | 1 | 51 | 18 |

*Every attempt was made to sign in all meeting attendees, some declined to sign in or walked past the registration table without signing in. While this number was relatively small, the total reflects the number of people who signed in, although the total number of attendees was slightly larger.

Sign-in cards asked attendees to identify any organizations they represented. Self-identified organizations in attendance at the public hearings include Camden County, Camden County Board of Commissioners, Camden County Chamber of Commerce, Camden County GOP, Camden County District 5 Planning and Zoning, Camden County Joint Development Authority, Camden County Press, Camden County Teen Republicans, City of Kingsland, Center for a Sustainable Coast, Coastal Georgia Aquatics, Coastal Re-entry and Veteran Coalition, Coastal Regional Commission, Committee to Elect Steven Sainz, Cumberland Island National Seashore

(National Park Service), Environmental Subcommittee Spaceport Camden, Georgia Conservancy, Georgia Department of Transportation, Georgia GOP, Georgia Sierra Club, Glynn County Airport Commission, Gullah/Geechee Nation, Little Cumberland Island Sea Turtle Project, National Defense Industrial Association, National Park Service, Nature Conservancy, Naval Submarine Base Kings Bay, Nelson Aerospace, One Hundred Miles, Roberts Civil Engineering - St. Simons, Satilla Riverkeeper, Soncel Construction, Inc., Southern Environmental Law Center, Space Florida, Spaceport Board of Advisors, St Marys City Council, St Marys River Management Committee, Thomas and Hutton, U.S. Coast Guard, U.S. Navy Region Southeast, University of Georgia, Vector Launch, Inc.

# 3.0 PUBLIC HEARING NOTIFICATION MATERIALS

## 3.1 Postcards, Emails, and Flyers

Shortly after publication of the NOA, postcards (Appendix C) were distributed to all persons on the project mailing list who provided an address. The postcards announced the release of the Draft EIS, displayed the project website address, listed repository locations to review hard copies of the Draft EIS, provided information about the public hearings, and instructions on how and where to submit comments. An email (eblast) (Appendix C) containing similar information was sent shortly after the release of the NOA to those individuals who provided an email address for the project mailing list.

A community flyer (Appendix C), developed for Camden County, was distributed locally in the weeks leading up to the public hearings. The flyer provided information about the Draft EIS proposed action, public hearing location and format, and a link to the FAA project website.

## 3.2 Newspaper Display Advertisements

Display advertisements were placed in the local sections of three newspapers with coverage in Camden and surrounding counties. The advertisements were placed twice: once in March before the publication of the NOA/Draft EIS and again in April in the week before the public hearings. Newspapers and dates of publication are listed in Table 3-1. Copies of these published advertisements can be found in Appendix C.

**Table 3-1. Display Advertisements Placed for Public Hearings**

| Newspaper | Publication Date | Published on Page |
|---|---|---|
| *Tribune & Georgian* | Thursday, March, 8 2018 | 5A |
| | Thursday, April 5, 2018 | 7A |
| *The Brunswick News* | Saturday, March 10, 2018 | 6A |
| | Saturday, April 7, 2018 | 5A |
| *The Florida Times-Union* | Sunday, March 11, 2018 | - |
| | Sunday, April 8, 2018 | B4 |

Camden County placed “regional” display advertisements to announce the release of the Draft EIS and availability for review and comment in newspapers with coverage in areas that could be

potentially affected by noise from the proposed action. These advertisements, published on Sunday, March 11, in *The Island Packet* (South Carolina), *The Savannah Morning News* (Georgia), *The Florida Times-Union* (Florida), and *The St. Augustine Record* (Florida) were more general in nature than the "local" advertisements and did not provide information about the public hearings, only the NOA and Draft EIS.

### 3.3 Public Service Announcement

A PSA was developed and distributed to radio stations serving Camden County. The brief PSA, announcing the release of the Draft EIS and public hearings, was to be read on local radio stations in the weeks leading up to the public hearings. Text of the PSA submitted for use by Camden County; a list of potential radio stations for airing can be found in Appendix C.

### 3.4 Project Website

Throughout the EIS process, FAA/AST has maintained a project website (https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/), which provides updated and archived information about the Spaceport Camden EIS. This website serves as a source of information for members of the public interested in learning more about the EIS. After the release of the NOA, the website provided links to download the Draft EIS in its entirety, information about the public hearings, guidelines, and methods by which to submit comments on the Draft EIS, a brief project description, and other project-related information. The website also provided a notice of the extension of the public comment period.

## 4.0 PUBLIC HEARING INFORMATIONAL MATERIALS

The FAA provided information about the Draft EIS, proposed action and alternatives, and potential environmental effects through displays, handouts, a presentation, and FAA and other subject matter expert interactions during the open house portion of the public hearings. Descriptions of the informational materials available at the public hearings are briefly described in this section. Copies of all informational materials presented at the hearings are available in Appendix E.

### 4.1 Poster Displays

Full color poster displays were presented in the community room and staffed one hour before the FAA's presentation and formal testimony portion of the public hearings and were available to attendees once the testimony had concluded. Members of the public had the opportunity to speak to, and ask questions of, FAA representatives and subject matter experts staffing each display station. Primary topics for each of the displays are described below.

1. **National Environmental Policy Act** - Discusses the purpose of a public hearing, outlines the EIS process, and briefly explains the National Environmental Policy Act and FAA Order 1050.1F.

2. **Proposed Action and Alternatives Overview -** Describes some specifics of the proposed action (location and frequency of activities) and alternatives, including the No Action Alternative and the Ocean-Landing Only Alternative.
3. **Proposed Action - Spaceport Camden Facilities -** Provides a map of proposed facility locations and conceptual drawings of the proposed facilities.
4. **Potential Visual Effects from the Proposed Action -** Defines what visual effects and describes potential visual effects from the launch site facilities, launch activities, and associated lighting.
5. **Potential Noise Impacts from the Proposed Action -** Describes potential noise impacts from construction, operations (e.g., loudspeakers), and launch activities. Provides noise contour maps of represented launches and landings at the proposed site.
6. **Potential Land Use Impacts from the Proposed Action -** Discusses closures, potential impacts to recreational land use, and FAA consultation actions with the National Park Service; provides a map of Camden County's current zoning and land use.
7. **Potential Biological Resources Impacts from the Proposed Action -** Addresses potential impacts to wildlife species from spaceport construction and operation; discusses FAA consultation with U.S Fish and Wildlife Service and National Marine Fisheries Service to fulfill requirements under Section 7 of the Endangered Species Act.
8. **Federal Aviation Administration - Launch License -** Discusses FAA licenses, regulations, and approvals for launch licenses and the different aspects of the FAA launch licensing review process.
9. **Federal Aviation Administration - Launch Site Operator License -** Discusses FAA licenses, regulations, and approvals for launch site operator licenses and the different aspects of the FAA launch site operator licensing review process.

## 4.2 Handout

The FAA developed a multipage handout, which provided 8- by 11-inch sized versions of each of the poster displays. Copies were available at the following locations: at the registration area, on a table in the community room during and after the open house, and on the comment area tables, both in the open house (community room) and main hearing areas (gymnasium). A reproduction of the handout can be found in Appendix E.

## 4.3 FAA Presentation

Before the opening of the verbal testimony at the public hearings, FAA/AST representatives, Stacey Zee and Pam Underwood, provided a PowerPoint slide presentation (Appendix E) outlining the licensing and environmental review processes and the proposed action and alternatives analyzed in the EIS. The presentation also addressed the purpose and need for the EIS, the roles of Camden County and FAA in the process, lead and cooperating agencies, the need for an environmental review under NEPA, the proposed action and alternatives, proposed construction activities, resource areas and topics addressed in the Draft EIS (including noise, biological, visual, and cultural), agency coordination, Draft EIS schedule and next steps, and the methods by which the public could comment on the Draft EIS.

# 5.0 MEDIA COVERAGE

Media attendance at the public hearings included the following outlets: *The Brunswick News*, *The Tribune and Georgian*, *The Atlanta Journal-Constitution*, Georgia Public Broadcasting, *Camden County Press*, and Gullah/Geechee TV and Radio.

Table 5-1 summarizes media coverage for Spaceport Camden in the weeks leading to the public hearings. Appendix G contains copies of the complete articles.

**Table 5-1. Public Hearing and Draft EIS Media Coverage**

| Date of Article | Media | Article Title |
|---|---|---|
| January 10, 2018 | Georgia Public Broadcasting | One Small Spaceport, A Giant Leap For Georgia |
| January 26, 2018 | Georgia Public Broadcasting | Spaceport Proposal Ignites Environmental Concerns |
| March 9, 2018 | *PR Newswire* | Camden County Georgia Announces Release of FAA's Spaceport Camden Draft Environmental Impact Statement |
| March 9, 2018 | *Space News* | FAA releases draft environmental assessment of proposed Georgia spaceport |
| March 10, 2018 | *The Brunswick News* | FAA study recommends to allow launches at Spaceport Camden |
| March 12, 2018 | *The Atlanta Journal-Constitution* | FAA to take public input on environmental impact of Spaceport Camden |
| March 12, 2018 | *Fernandina Beach News-Leader* | Public Hearings Set for Camden County Rocket Launch Facility |
| March 15, 2018 | *Savannah Morning News* | Spaceport could trigger 12 Cumberland Island evacuations a year |
| April 5, 2018 | Tribune & Georgian | Draft EIS Heightens Landowner's Concerns About Property Rights |
| April 6, 2018 | The Brunswick News | Comment period extended for Spaceport Camden |
| April 9, 2018 | Savannah Morning News | Cumberland Island landowners object to Camden spaceport plans |
| April 12, 2018 | The Brunswick News | Results of spaceport study generates strong response |
| April 13, 2018 | Savannah Morning News | Camden County spaceport gets a hearing, but not answers |
| April 13, 2018 | The Atlanta Journal-Constitution | Economic boon or ‘sonic boom’? Camden Co. residents split on spaceport |
| April 30, 2018 | Saporta Report | Clock ticking on comment period on plan to launch rockets over Cumberland Island |

# 6.0 PUBLIC COMMENTS

At the two public hearings, 169 individuals signed in, 51 of whom elected to offer verbal comments and 18 submitted written comments. Those submitting verbal or written comments were informed that their comments and names could appear in the Final EIS. In addition, all publicly facing documents related to public comments contained the following advisory from FAA Order 1050.1F: "Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so."

Those who offered comments expressed similar points of view at both hearings. Of those individuals who expressed support for the proposed action, reasons cited for support included: a potential infusion of money and investment (both direct and indirect) into the local economy, increased employment opportunities, the ability to retain qualified technical personnel and recent college graduates who otherwise leave the area due to a lack of technical industries and associated jobs, the opportunity for a "second chance" as the proposed location was once considered for what eventually became Cape Canaveral, and Camden County positioning itself at the ground floor of the rapidly developing commercial spaceport facet of the aerospace industry.

Those who voiced reservations about, or opposition to, the proposed action or the Draft EIS expressed the following:

- Concern that, unlike other existing and proposed spaceports, the proposed action would result in launches over populated areas

- Concern about the potential effects on the residents of Little Cumberland Island (especially those in hazard or closure areas), in particular from noise, loss of property value, or the results of a failed launch

- General concern about the failure rates of launches, potential safety hazards, and a desire for more detailed risk analysis in the EIS; comments that a detailed risk analysis document is being withheld from the public

- Questioning the validity of analysis in the Draft EIS and/or compliance with NEPA and FAA Order 1050.1F

- Questioning the viability of, or need for, a commercial spaceport or the positive economic forecasts for the proposed spaceport, citing examples of underutilized spaceports in other parts of the United States

- Concern that portions of the proposed spaceport would be built on land containing hazardous waste (former Union Carbide site)

- Concern about potential impacts to Cumberland Island National Seashore, specifically to the visitor experience, wildlife and endangered species, cultural resources, and wilderness areas

- Concern about effects of noise, lighting, and vibration on wildlife species
- Confusion over the use of the term "authorized persons" in the Draft EIS and concern that this designation has no legal definition
- Concern about potential impacts to water resources, specifically tidal creeks, salt marshes, the Floridan aquifer, and the Satilla River
- Concern about effect of proposed action on tribal entities, especially the Gullah/Geechee Nation; lack of consultation with nation during EIS process
- Questions about allocation of taxpayer money for the proposed spaceport and the potential effect on county tax rates

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# APPENDIX A
# DRAFT EIS NOTICE OF AVAILABILITY

# A.1 Draft EIS Notice of Availability

11810 **Federal Register** / Vol. 83, No. 52 / Friday, March 16, 2018 / Notices

accompanying Memorandum of Justification.

Dated: February 28, 2018.

**Rex W. Tillerson,**

*Secretary of State.*

[FR Doc. 2018–05473 Filed 3–15–18; 8:45 am]

BILLING CODE 4710–17–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### Twenty Seventh RTCA SC–214 Standards for Air Traffic Data Communications Services Plenary

**AGENCY:** Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

**ACTION:** Twenty Seventh RTCA SC–214 Standards for Air Traffic Data Communications Services Plenary.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of Twenty Seventh RTCA SC–214 Standards for Air Traffic Data Communications Services Plenary.

**DATES:** The meeting will be held April 17, 2018 9:00 a.m.–5:00 p.m.

**ADDRESSES:** The meeting will be held Virtually: *https://rtca.webex.com/rtca/j.php?MTID=m93f0cde80b9c1d96d2df6bdfb9aee7c9*, Meeting number (access code): 630 124 113, Meeting password: vJyisXs8.

**FOR FURTHER INFORMATION CONTACT:** Karan Hofmann at *khofmann@rtca.org* or 202–330–0680, or The RTCA Secretariat, 1150 18th Street NW, Suite 910, Washington, DC 20036, or by telephone at (202) 833–9339, fax at (202) 833–9434, or website at *http://www.rtca.org.*

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., App.), notice is hereby given for a meeting of the Twenty Seventh RTCA SC–214 Standards for Air Traffic Data Communications Services Plenary. The agenda will include the following:

1. Welcome and Administrative Remarks
2. Introductions
3. Agenda Review
4. Previous Meeting Minutes Review
5. Review DO–281C/ED–92C for Final Review and Comment (FRAC)/Open Consultation Comments (OC) Release
6. Review DO–224D for FRAC Release
7. Decision to Approve Release of DO–281C/ED–92C for FRAC/OC
8. Decision to Approve Release of DO–224D for FRAC
9. Schedule Update
10. Date, Place and Time of Next Meeting
11. Other Topics
12. Adjourn Plenary

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC on March 13, 2018.

**Michelle Swearingen,**

*Systems and Equipment Standards Branch, AIR–6B0, Policy and Innovation Division, AIR–600, Federal Aviation Administration.*

[FR Doc. 2018–05343 Filed 3–15–18; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### Office of Commercial Space Transportation: Notice of Availability and Request for Comment on the Spaceport Camden Draft Environmental Impact Statement (EIS), Camden County, GA

**AGENCY:** The Federal Aviation Administration (FAA), Department of Transportation (DOT) is the lead agency. The National Aeronautics and Space Administration and National Park Service are cooperating agencies.

**ACTION:** Notice of availability and request for comment; Notice of public hearings.

**SUMMARY:** The FAA is announcing the availability of and requesting comments on the Spaceport Camden Draft EIS, which is available for public review. The Draft EIS evaluates the potential environmental impacts that may result from the FAA's Proposed Action of issuing a Launch Site Operator License to the Camden County Board of Commissioners (County) to operate a proposed commercial space launch site, called Spaceport Camden. The license would allow the County to offer Spaceport Camden to commercial launch operators to conduct vertical launches.

**DATES:** Comments must be received on or before May 16, 2018.

The FAA will hold two public hearings to solicit comments from the public concerning the content of the Draft EIS. The dates of the hearings are Wednesday, April 11, and Thursday, April 12, 2018, from 5:30 p.m. to 8:30 p.m.

**ADDRESSES:** The FAA will hold the two public hearings at the following location: Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, GA 31548 (912–729–5600).

A paper copy of the Draft EIS is available for review during regular business hours at the following libraries:

- Camden County Public Library, 1410 Georgia Highway 40, Kingsland, GA 31548
- St. Marys Public Library, 100 Herb Bauer Drive, St. Marys, GA 31558
- Brunswick-Glynn County Library, 208 Gloucester Street, Brunswick, GA 31520
- St. Simons Island Public Library, 530A Beachview Drive, St. Simons Island, GA, 31522

Comments regarding the Draft EIS should be mailed to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments may also be submitted by email to *FAACamdenSpaceportEIS@Leidos.com.*

**FOR FURTHER INFORMATION CONTACT:** Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, 800 Independence Ave. SW, Suite 325, Washington, DC 20591; telephone (202) 267–9305; email *FAACamdenSpaceportEIS@Leidos.com.*

**SUPPLEMENTARY INFORMATION:** The FAA is announcing the availability of and requesting comments on the Spaceport Camden Draft EIS, in accordance with the National Environmental Policy Act of 1969 as amended (42 United States Code [U.S.C.] §§ 4321 *et seq.*), Council on Environmental Quality Regulations (40 Code of Federal Regulations Parts 1500–1508), and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures.* This Draft EIS is also submitted for review pursuant to the following public law requirements: Section 4(f) of the DOT Act (49 U.S.C. 303); Section 106 of the National Historic Preservation Act (54 U.S.C. 300101 *et seq.*); Executive Order (E.O.) 11988, *Floodplain Management;* DOT Order 5650.2, *Floodplain Management and Protection;* E.O. 11990, *Protection of Wetlands;* and DOT Order 5660.1A, *Preservation of the Nation's Wetlands.* Pursuant to the Coastal Zone Management Act of 1972, as amended, this project is being evaluated for consistency with the Georgia Coastal Management Program. Section 306(d)(14) of the Act requires public participation in the Federal consistency

review process. The FAA encourages the public to submit comments on the compatibility of the Proposed Action and alternatives with these special purpose laws.

An electronic version of the Draft EIS is available on the FAA Office of Commercial Space Transportation website at: *https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/*.

The FAA encourages all interested agencies, organizations, Native American tribes, and members of the public to submit comments concerning the analysis presented in the Draft EIS by May 16, 2018. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and any mitigations being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Due to the large turnout during the public scoping meetings, the FAA will hold two public hearings to solicit comments from the public concerning the content of the Draft EIS on Wednesday, April 11 and Thursday, April 12, 2018, from 5:30 p.m. to 8:30 p.m. at the following location: Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, GA 31548 (912–729–5600).

At the public hearings, the FAA will present information about the Draft EIS and the environmental review process. Please note the FAA will present identical information at each public hearing. If you are planning to provide oral comments during the hearing, we ask that you speak at only one of the hearings, so that everyone wanting to present comments has the opportunity to do so, as time is limited. The purpose of the public hearings is to afford the public and other interested parties the opportunity to comment on the analysis of the Proposed Action and alternatives presented in the Draft EIS. Members of the public and other interested parties will be provided the opportunity to submit both written and oral comments. The hearings will include a poster information session and an FAA presentation, followed by a public statement period in which members of the public can present up to a three-minute statement. The FAA will transcribe oral comments. All comments received during the comment period will be given equal weight and taken into consideration during preparation of the Final EIS.

Under the Proposed Action, the FAA would issue a Launch Site Operator License to the County. The license would allow the County to offer Spaceport Camden to commercial launch operators to conduct launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. The license would allow up to 12 vertical launches and up to 12 associated launch vehicle first-stage landings per year. In support of the launches, there would be up to 12 wet dress rehearsals and up to 12 static fire engine tests per year. All vehicles would launch to the east, from between 83 degrees (slightly north of due east) and 115 degrees (approximately east southeast), over the Intracoastal Waterway, Cumberland Island National Seashore and/or Little Cumberland Island, and the Atlantic Ocean. The Proposed Action includes possible recovery of the first stage by either landing the stage at Spaceport Camden or landing the stage on a barge approximately 200 to 300 miles off shore in the Atlantic Ocean and returning it to Spaceport Camden.

Alternatives under consideration in the Draft EIS include the Proposed Action, an Ocean-Landing Only Alternative (similar to the Proposed Action except first-stage landings would only occur on a barge approximately 200 to 300 miles off shore in the Atlantic Ocean), and the No Action Alternative.

The Draft EIS evaluates the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action, Ocean-Landing Only Alternative, and the No Action Alternative. The FAA assessed impact categories to provide a context for understanding and assessing the potential environmental impacts of the construction and operation, as well as secondary (induced) impacts associated with the Proposed Action and alternatives. The Draft EIS focuses on the following impact categories: Air quality; biological resources (including fish, wildlife, and plants); climate; coastal resources; Department of Transportation Act, Section 4(f) (including park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development); farmlands; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological, and cultural resources; land use; natural resources and energy supply; noise and compatible land use; socioeconomics, environmental justice, and children's environmental health and safety risks; visual effects (including light emissions), and water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers). The following topics were also analyzed and are appended to the Draft EIS: Health and safety, soils and geology, transportation, and airspace.

Issued in Washington, DC, on March 9, 2018.

**Daniel Murray,**

*Manager, Space Transportation Development Division.*

[FR Doc. 2018–05322 Filed 3–15–18; 8:45 am]

BILLING CODE 4910–13–P

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Thirty Ninth RTCA SC–216 Aeronautical Systems Security Plenary**

**AGENCY:** Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

**ACTION:** Thirty Ninth RTCA SC–216 Aeronautical Systems Security Plenary.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of Thirty Ninth RTCA SC–216 Aeronautical Systems Security Plenary.

**DATES:** The meeting will be held April 09–13, 2018 9:00 a.m.–5:00 p.m.

**ADDRESSES:** The meeting will be held at: RTCA Headquarters, 1150 18th Street NW, Suite 910, Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** Karan Hofmann at *khofmann@rtca.org* or 202–330–0680, or The RTCA Secretariat, 1150 18th Street NW, Suite 910, Washington, DC 20036, or by

# APPENDIX B
# DRAFT EIS DELIVERY/NOTIFICATION LETTERS AND DISTRIBUTION LIST

## B.1 Draft EIS Delivery/Notification Letters

U.S. Department of Transportation
**Federal Aviation Administration**

Office of Commercial Space Transportation

800 Independence Ave., SW.
Washington, DC 20591

MAR 07 2018

**MEMORANDUM FOR:** **FEDERAL, STATE, AND LOCAL PUBLIC AGENCIES**
**INTERESTED PARTIES**
**MEMBERS OF THE PUBLIC**

SUBJECT: Spaceport Camden Draft Environmental Impact Statement (EIS)
Notice of Availability
Notice of Public Hearings

In accordance with the National Environmental Policy Act, the Federal Aviation Administration (FAA) is announcing the availability of the Spaceport Camden Draft Environmental Impact Statement (EIS). The Draft EIS evaluates the potential environmental impacts that may result from FAA's proposed action of issuing a Launch Site Operator License for the operation of the launch site. The license would allow Camden County to offer the commercial space launch site, Spaceport Camden, to commercial launch operators to conduct launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. Operations would include up to 12 vertical launches and up to 12 associated launch vehicle first-stage landings per year. In support of the launches, there would be up to 12 wet dress rehearsals and up to 12 static fire engine tests per year. An electronic version of the document is available on the FAA Office of Commercial Space Transportation website at:

https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

A paper copy of the Draft EIS may be reviewed during regular business hours at the following libraries:

- Camden County Public Library, 1410 Georgia Highway 40, Kingsland, GA 31548
- St. Marys Public Library, 100 Herb Bauer Drive, St. Marys, GA 31558
- Brunswick-Glynn County Library, 208 Gloucester Street, Brunswick, GA 31520
- St. Simons Island Public Library, 530A Beachview Drive, St. Simons Island, GA, 31522

Libraries should file this document for public access and reference until the public comment period has ended (May 7, 2018).

The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS by May 7, 2018. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the

U.S. Department
of Transportation
**Federal Aviation Administration**

Office of Commercial Space Transportation

800 Independence Ave., SW.
Washington, DC 20591

first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

The FAA will hold two public hearings to solicit comments on the Draft EIS on Wednesday, April 11 and Thursday, April 12, 2018, from 5:30 pm - 8:30 pm at the following location:

- Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, GA 31548, (912) 729-5600.

At the hearings, the FAA will describe the proposed action and alternatives to the proposed action, potential impacts of the proposed action and alternatives, and the environmental review process, followed by a public statement period in which members of the public may provide up to a three-minute statement. Comments or questions can be mailed to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments can also be sent by email to FAACamdenSpaceportEIS@Leidos.com.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Sincerely,

Daniel Murray
Manager, Space Transportation Development Division

U.S. Department of Transportation
**Federal Aviation Administration**

Office of Commercial Space Transportation

800 Independence Ave., SW.
Washington, DC 20591

MAR 07 2018

**MEMORANDUM FOR: TRIBAL LEADERS**

SUBJECT: Spaceport Camden Draft Environmental Impact Statement (EIS)
Notice of Availability
Notice of Public Hearings

Dear Tribal Leader:

In accordance with the National Environmental Policy Act (NEPA), the Federal Aviation Administration (FAA) is announcing the availability of the Spaceport Camden Draft Environmental Impact Statement (EIS). In February 2015 the FAA contacted your tribal leaders to initiate government-to-government consultation per Executive Order 13175 and FAA Order 1210.20. The FAA is also still actively coordinating with your tribal historic preservation officer (THPO) pursuant to Section 106 of the National Historic Preservation Act (NHPA).

The Draft EIS evaluates the potential environmental impacts that may result from FAA's proposed action of issuing a Launch Site Operator License for the operation of the launch site. The license would allow Camden County to offer the commercial space launch site, Spaceport Camden, to commercial launch operators to conduct launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. Operations would include up to 12 vertical launches and up to 12 associated launch vehicle first-stage landings per year. In support of the launches, there would be up to 12 wet dress rehearsals and up to 12 static fire engine tests per year.

Please see the enclosed CD containing the Draft EIS for review and comment. An electronic version of the document is also available on the FAA Office of Commercial Space Transportation website at: https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

The FAA is requesting your comments on the Draft EIS by May 7, 2018.

Comments or questions on the Draft EIS can be sent by email to FAACamdenSpaceportEIS@Leidos.com. Comments can also be mailed to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

The FAA will hold two public hearings to solicit comments on the Draft EIS on Wednesday, April 11 and Thursday, April 12, 2018, from 5:30 pm - 8:30 pm at the Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, GA 31548, (912) 729-5600. In addition, an agency meeting will be held on April 11, 2018 from 9:00-11:00 am at Camden County

U.S. Department
of Transportation
**Federal Aviation Administration**

Office of Commercial Space Transportation

800 Independence Ave., SW.
Washington, DC 20591

Emergency Management Operations Building, 131 N. Lee Street, Kingsland, in Camden County, GA, and your participation is welcomed at this meeting.

If you have any questions or would like to discuss the project in more detail, please contact Stacey Zee of my staff at 202-267-9305 or via email at Stacey.Zee@faa.gov.

Sincerely,

Daniel Murray
Manager, Space Transportation Development Division

Enclosures: Spaceport Camden Draft EIS CD-Rom
cc: Tribal Historic Preservation Officer (THPO)

## B.2 Draft EIS Distribution List



# 9 DISTRIBUTION LIST

***Congressional***

*U.S. House of Representatives*

Earl "Buddy" L. Carter
1510 Newcastle Street, Suite 200
Brunswick, GA 31520

Earl "Buddy" L. Carter
432 Cannon House Office Building
Washington, DC 20515

*U.S. Senate*

Office of Senator David Perdue
John Eunice
Staffer
383 Russell Senate Office Building
Washington, DC 20510

John "Johnny" Isakson
131 Russell Senate Office Building
Washington, DC 20510

Office of Senator John Isakson
Brett Layson
Staffer
131 Russell Senate Office Building
Washington, DC 20510

David Perdue
383 Russell Senate Office Building
Washington, DC 20510

Office of Representative Buddy Carter
Nick Schemmel
Staffer
1510 Newcastle Street, Suite 200
Brunswick, GA 31520

***County Government***

*Camden County, Georgia*

Camden County Commission
PO Box 99
Woodbine, GA 31569

Katie Bishop
County Clerk
200 East 4th Street, PO Box 99
Woodbine, GA 31569

Lannie Brant
Commissioner, District 1
PO Box 99
Woodbine, GA 31569

Chuck Clark
Commissioner, District 2
PO Box 99
Woodbine, GA 31569

Jimmy Starline
Commissioner, District 3
PO Box 99
Woodbine, GA 31569

Gary Blount
Commissioner, District 4
PO Box 99
Woodbine, GA 31569

Ben Casey
Commissioner, District 5
PO Box 99
Woodbine, GA 31569

Camden County Joint Development Authority
Charles C. Smith, Jr.
Chairman
531 N. Lee Street
Kingsland, GA 31548

Camden County Joint Development Authority
Teira Cole
Office Manager
531 N. Lee Street
Kingsland, GA

Camden County Joint Development Authority
James Coughlin
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531 N Lee Street
Kingsland, GA 31548

Emergency Management
Mark Crews
Director
131 N. Lee Street
Kingsland, GA 31548

Camden County Chamber of Commerce
Amy Hendricks
531 N. Lee Street
Kingsland, GA 31548

Board of Commissioners - Administration
Steve L. Howard
County Administrator
200 East 4th Street
Woodbine, GA 31569

Camden County Planning and Development
Eric Landon
Director
107 Gross Road, Suite 3
Kingsland, GA 31548

Camden County Public Schools
Fred Mercier
213 Osborn Street
St. Marys, GA 31558

Camden County Public Schools
Filiz Morrow
512 Cardinal Circle East
St. Marys, GA 31558

Camden County Public Schools
Julie Parsons
846 Bristol Hammock Circle
Kingsland, GA 31548

*Charlton County, Georgia*

Al Crace
County Administrator
68 Kingsland Drive, Suite B
Folkston, GA 31537

Charlton County Board of Commissioners
Jesse Crews
Commissioner
68 Kingsland Drive, Suite B
Folkston, GA 31537

Charlton County Board of Commissioners
James E. Everett
Chairman
68 Kingsland Drive, Suite B
Folkston, GA 31537

Charlton County Board of Commissioners
Luke Gowen
Commissioner
68 Kingsland Drive, Suite B
Folkston, GA 31537

Charlton County Board of Commissioners
Jenifer Nobles
County Clerk
68 Kingsland Drive, Suite B
Folkston, GA 31537

Charlton County Board of Commissioners
Alphya Benefield
Vice Chairman
68 Kingsland Drive, Suite B
Folkston, GA 31537

Charlton County Board of Commissioners
Ronnie Pollock
Commissioner
68 Kingsland Drive, Suite B
Folkston, GA 31537

Environmental Sub-Committee of the
Spaceport Camden Steering Committee
Ben Carswell
100 James Road
Jekyll Island, GA 31527

Environmental Sub-Committee of the
Spaceport Camden Steering Committee
UGA Marine Extension and Georgia Sea Grant
Mark Risse, PhD
Director
1180 E. Broad Street
Athens, GA 30602

*Glynn County, Georgia*

Michael Browning
Commissioner, District 1
345 Buffalo Drive
Brunswick, GA 31523

Peter Murphy
Commissioner, District 2
216 Five Pounds Road
St. Simons Island, GA 31522

Richard Strickland
Commissioner, District 3
124 Wood Crest Circle
Brunswick, GA 31525

Bill Brunson
Commissioner, District 4
77 Cedar Point
Brunswick, GA 31525

Allen Booker
Commissioner, District 5
2279 Pinewood Drive
Brunswick, GA 31520

Waste Management, Joint Water & Sewer
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1703 Gloucester Street
Brunswick, GA 31520

Kathryn Downs
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Brunswick, GA 31520

Alan Ours
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Cindee S. Overstreet
County Clerk
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Brunswick, GA 31520

Emergency Management
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157 Public Safety Blvd.
Brunswick, GA 31520

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Federal Aviation Administration
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Stacey M. Zee
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*National Marine Fisheries - National Oceanic and Atmospheric Administration (NOAA)*

National Marine Fisheries - NOAA
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National Marine Fisheries - NOAA
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National Marine Fisheries - NOAA
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Buck Sutter
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Silver Spring, MD 20910

National Marine Fisheries - NOAA
Office of Protected Resources
Donna S. Wieting
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National Oceanic and Atmospheric
Administration
National Marine Fisheries Service, Southeast
Regional Office - Habitat Conservation Division
Cynthia Cooksey
Fishery Biologist
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Charleston, SC 29412

*National Park Service*

National Park Service
1849 "C" Street, NW
Washington, DC 20240

National Park Service
Stan Austin
100 Alabama Street, SW
Atlanta, GA 30303

National Park Service
Cumberland Island National Seashore
Faith Copeland-Pittman
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National Park Service
Steven Wright
Environmental Protection Specialist
100 Alabama St. SW, 1924 Bldg
Atlanta, GA 30303

National Park Service, CINS
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Chief of Resource Management
101 Wheeler St.
St. Marys, GA 31558

*U.S. Army Corps of Engineers*

U.S. Army Corps of Engineers
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Savannah, GA 31401

U.S. Army Corps of Engineers - Savannah
District
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Deputy Chief
100 W. Oglethorpe Avenue
Savannah, GA 31401

U.S. Army Corps of Engineers - Savannah
District
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100 W Oglethorpe Ave
Savannah, GA 31401

U.S. Army Corps of Engineer - Savannah District
Jeffrey M. Hall
Commander
PO Box 889
Savannah, GA 31402

*U.S. Department of the Navy*

US Department of the Navy/GA Naval
Submarine Base
Cynthia Birke
Community Planning Liaison Officer
NAVFAC SE PWD Kings Bay
Kings Bay, GA 31547

U.S. Department of the Navy
James Colter
NAVFAC SE PWD Kings Bay, GA Naval
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Kings Bay, GA 31547

U.S. Department of the Navy
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PO Box 30A / NAS JAX Building 903
Jacksonville, FL 32212

U.S. Department of the Navy
Omarr Tobias
NAVFAC SE PWD Kings Bay, GA Naval
Submarine Base
Kings Bay, GA 31547

*U.S. Department of the Interior*

U.S. Department of the Interior
75 Spring Street, Room 1048
Atlanta, GA 30303

U.S. Department of the Interior
Joyce Stanley
Regional Environmental Protection Specialist
75 Spring Street, Rm 1048
Atlanta, GA 30303

U.S. Department of Veterans Affairs
Secretary of Veterans Affairs
810 Vermont Avenue NW
Washington, DC 20420

*U.S. Environmental Protection Agency*

U.S. Environmental Protection Agency
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Regional Administrator, Region 4
61 Forsyth Street, SW
Atlanta, GA 30303

U.S. Environmental Protection Agency
Gwen Keys-Fleming
Regional Administrator, Region 4
Sam Nunn Atlanta Federal Center
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Atlanta, GA 30303

U.S. Environmental Protection Agency
Region 4
Heather McTeer-Toney

Regional Administrator
61 Forsyth Street, SW
Atlanta, GA 30303

U.S. Environmental Protection Agency
Eric Somerville
Regulatory Specialist
61 Forsyth Street, SW
Atlanta, GA 30303

*U.S. Fish and Wildlife Service*

U.S. Fish and Wildlife Service
Coastal Georgia Sub Office
Robert Brooks
4890 Wildlife Drive, NE
Townsend, GA 31331

U.S. Fish and Wildlife Service
Georgia Ecological Services
Gail Martinez
4980 Wildlife Drive, NE
Townsend, GA 31331

U.S. Fish and Wildlife Service
ESA - Section 7
Bill Wikoff
4980 Wildlife Drive, NE
Townsend, GA 31331

*United States Coast Guard*

Commander, Coast Guard Maritime Force
Protection Unit, Kings Bay
Kevin Jones
1063 USS Tennessee Avenue
Kings Bay Base, GA 31547

United States Coast Guard
Adam White
100 W. Oglethorpe Ave. Ste 1017
Savannah, GA 31401

*United States Marine Corps*

William A. Drawdy
Natural Resources and Environmental Affairs
Officer
Marine Corps Air Station, Beaufort, SC

Mary Ryan
Air Quality/NEPA Program Manager
Marine Corps Air Station
Beaufort, SC 29904-5001

***Libraries, Educational Institutions***

*Brunswick-Glynn County*

St. Simons Public Library
Librarian
530 Beachview Drive #A
St. Simons Island, GA 31522

Librarian
208 Gloucester Street
Brunswick, GA 31520

*Camden County, Georgia*

Camden County School District
PO Box 1329
Kingsland, GA 31548

College of Coastal Georgia
1 College Drive
Brunswick, GA 31520

Augusta University
Stacey Bennetts
2500 Walton Way
Augusta, GA 309021

The University of Georgia, SBDC
David Lewis
Area Director
501 Gloucester Street, Suite 200
Brunswick, GA 31521

Augusta University
Jessica M. Reichmth
1120 15th Street
Augusta, GA 30904

*Three Rivers Regional Library System*

St. Marys Public Library
Librarian
100 Herb Bauer Drive
St. Marys, GA 31558

Camden Public Library
Librarian
1410 Highway 40 East
Kingsland, GA 31548

***Local Government***

*Columbus, Georgia*

Columbus Fire and Emergency Medical Services
R. Riley
Land
Deputy Director
Emerg Mgmt/Homeland Sec Division
Columbus, GA 31901

*Brunswick, Georgia*

Georgia Ports Authority
Mayors Point Terminal
Port of Brunswick, PO Box 1758
Brunswick, GA 31521

Naomi Atkinson
City Clerk
601 Gloucester Street
Brunswick, GA 31520

Johnny Cason
Commissioner
601 Gloucester Street
Brunswick, GA 31520

James D. Drumm
City Manager
601 Gloucester Street
Brunswick, GA 31520

Arne Glaeser
City Planner, Planning and Zoning
601 Gloucester Street
Brunswick, GA 31520

Felicia Harris
Mayor Pro Tem
601 Gloucester Street
Brunswick, GA 31520

Cornell Harvey
Mayor
601 Gloucester Street
Brunswick, GA 31520

Julie T. Martin
Commissioner
601 Gloucester Street
Brunswick, GA 31520

Shauntae Walker
Comm Dev Bk Grant Manager
601 Gloucester Street
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Vincent Williams
Commissioner
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*Kingsland, Georgia*

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Planning and Zoning
Ken Kessler
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Kingsland, GA 31548

City Clerk
Linda M. O'Shaughnessy
PO Box 250
Kingsland, GA 31548

Mayor
Kenneth E. Smith
PO Box 837
Kingsland, GA 31548

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595 E. King Ave.
Kingsland, GA 31548

City Manager
Lee H. Spell
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Kingsland, GA 31548

*St. Marys, Georgia*

Community Development
Jeffrey S. Adams
Director
418 Osborne Street
St. Marys, GA 31558

Jim Gant
Council Member Post 3
808 Devon Drive
St. Marys, GA 31558

John J. Holman
City Manager
418 Osborne Street
St. Marys, GA 31558

John F. Morrissey
Mayor
418 Osborne Street
St. Marys, GA 31558

Robert L. Nutter
Council Member Post 1
521 Moeckel Place
St. Marys, GA 31558

Elaine Powierski
Council Member Post 2
571 Cardinal Circle East
St. Marys, GA 31558

Allen Rassi Jr.
Council Member Post 5
210 Overlook Lane
St. Marys, GA 31558

David Reilly
Council Member Post 4
1062 Greenwillow Drive
St. Marys, GA 31558

Peggy Trader
Chair, Historic Preservation Commission
418 Obsborne Street
St. Marys, GA 31558

Linda P. Williams
Council Member Post 6
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St. Marys, GA 31558

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Councilor
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Woodbine, GA 31569

Donald Harrelson
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Woodbine, GA 31569

C. C. Higginbotham, Jr.
Councilor
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Woodbine, GA 31569

Louise Mitchell
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Woodbine, GA 31569

Steve Parrott
Mayor
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Woodbine, GA 31569

Ken Walker
City Administrator
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Woodbine, GA 31569

***Media***

St. Marys Magazine
Barbara Ryan
511 Osborne Street
St.t Marys, GA 31558

Tribune & Georgian
Jill Helton
Publisher
PO Box 6960/206 Osborne Street
St. Marys, GA 31558

WABE
Molly Samuel
Reporter
740 Bismark Rd. NE
Atlanta, GA 30324

***Non-Governmental Organizations***

Camden Partnership
Sheila McNeil
President
531 North Lee Street
Kingsland, GA 31548

Camden Round Table (CRT)
Dave Southern
President
277 Osprey Circle
St. Marys, GA 31558

Coastal Georgia Greenway
Gray's Reef National Marine Sanctuary
Becky Shortland
Resource Protection Coordinator
10 Ocean Science Circle
Savannah, GA 31411

Georgia Conservancy
Altamaha Riverkeeper
Joni House
President
PO Box 4122
Macon, GA 31208

Georgia Conservancy
Charles McMillan
428 Bull Street
Savannah, GA 31401

Little Cumberland Island
Russell L. Regnery
4090 Livesey Road
Tucker, GA 30084

National Parks Conservation Association
Emily A. Jones
Sr. Program Manager, Southeast Region
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Knoxville, TN 87914

One Hundred Miles
Megan Desrosiers
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Brunswick, GA 31520

One Hundred Miles
Kelly Patton
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Satilla Riverkeeper
Ashby Nix Worley
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Southern Environmental Law Center
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Associate Attorney
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Southern Environmental Law Center
Gil Rogers
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Atlanta, GA 30309

St. Simons Island
Administrative Offices
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Brunswick, GA 31520

St. Simons Island
Phil Fortune
2700 Marquis One Tower
Atlanta, GA 30303

The Georgia Conservancy
Robert Ramsay
President
817 West Peachtree Street, Suite 200
Atlanta, GA 30308

The Jekyll Island Authority
A. Richard Royal
Chairman, Board of Directors
100 James Road
Jekyll Island, GA 31527

Wild Cumberland
C. Ruckdeschel
PO Box 7080
St. Marys, GA 31558

***State Agencies***

*Coastal Regional Commission of Georgia*

Coastal Regional Commission of Georgia
Allen Burns
Executive Director
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Darien, GA 31305

Coastal Regional Commission of Georgia
Colleta Harper
1181 Coastal Drive SW
Darien, GA 31305

*Georgia Department of Community Affairs*

Georgia Department of Community Affairs
60 Executive Park South, NE
Atlanta, GA 30329

Georgia Department of Community Affairs
Deatre Denion
60 Executive Park South, NE
Atlanta, GA 30329

Georgia Department of Community Affairs
Saralyn Stafford
Division Director
60 Executive Park South, NE
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Georgia Department of Community Affairs
Adriane Wood
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*Georgia Department of Natural Resources*

Georgia Department of Natural Resources
254 Washington Street SW, Ground Level
Atlanta, GA 30334

Georgia Department of Natural Resources
Non-Game Conservation
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Social Circle, GA 30025

Georgia Department of Natural Resources
Historic Preservation Division
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Stockbridge, GA 30281

Georgia Department of Natural Resources
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Georgia Department of Natural Resources
Dan Forster
Director, Wildlife Resources Division
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Social Circle, GA 30025

Georgia Department of Natural Resources
Eddie Henderson
Director, Law Enforcement Division
2070 US Hwy 278, SE
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Chairman, Board of Directors
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Georgia Department of Natural Resources
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Commissioner, Office of the Commissioner
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Georgia Department of Natural Resources
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Georgia Department of Natural Resources, CRD
Karl Burgess
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Georgia Department of Natural Resources, CRD
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Georgia Department of Transportation
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Director of Engineering, Engineering Division
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Atlanta, GA 30308

*Georgia Emergency Management Agency*

Georgia Emergency Management Agency
Jim Butterworth
Director
935 E Confederate Avenue, SE
Atlanta, GA 30316

*Georgia Forestry Commission*

Georgia Forestry Commission
Robert Farris
Director
5645 Riggins Mill Road
Dry Branch, GA 31020

*Space Florida*

Space Florida
Dale Katchain
505 Odyssey Way
Exploration Park, FL 32953

*Special Interest*

Crooked River State Park
Joe Bradford
6222 Charlie Smith Sr. Highway
St. Marys, GA 31558

Historic Preservation Division
Georgia Council on American Indian Concerns
254 Washington Street SW, Ground Level
Atlanta, GA 30334

Crooked River State Park
Park Manager
6222 Charlie Smith Sr Highway
St. Marys, GA 31558

Gullah/Geechee Nation Headquarters
Post Office Box 1109
St. Helena Island SC 29920

*State Historic Preservation Office*

State Historic Preservation Office
Georgia Department of Natural Resources
Jennifer Dixon
Environmental Review and Preservation
Planning Program Manager
Historic Preservation Division

***State Government***

*Florida*

Florida Transportation Commission
Matthew D. Ubben
Executive Director
605 Suwannee Street, Mail Station 9
Tallahassee, FL 32399

*Georgia*

Georgia House of Representatives
Alex Atwood
300 Main Street, Suite 201
St. Simons Island, GA 31522

Georgia House of Representatives
John Corbett
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Georgia House of Representatives
Mike Dudgeon
608-C Coverdell Legislative Office Building
Atlanta, GA 30334

Georgia House of Representatives
Jeff Jones
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Georgia House of Representatives
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Georgia House of Representatives
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Georgia House of Representatives
Jason Shaw
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Georgia House of Representatives
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Governor's Office
Office of the Lieutenant Governor
Casey Cagle
Lieutenant Governor
204 State Capitol
Atlanta, GA 30334

Governor's Office
Governor Nathan Deal
206 Washington Street, 111 State Capitol
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***Tribal***

*Cherokee Nation of Oklahoma*

Cherokee Nation of Oklahoma
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Principal Chief and THPO
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*Chickasaw Nation*

Chickasaw Nation
Virginia Nail
Tribal Historic Preservation Officer
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Ada, OK 74821

*Choctaw Nation of Oklahoma*

Choctaw Nation of Oklahoma
Gary Batton
Chief
PO Box 1210
Durant, OK 74701-1210

Choctaw Nation of Oklahoma
Ian Thompson
Tribal Historic Preservation Officer
PO Drawer 1210
Durant, OK 74702-1210

*Eastern Band of Cherokee Indians*

Eastern Band of Cherokee Indians
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Principal Chief
Qualla Boundary, PO Box 455
Cherokee, NC 28719

Eastern Band of Cherokee Indians
Patrick Lambert
Principal Chief
PO Box 455
Cherokee, NC 28719

Eastern Band of Cherokee Indians
Russell Townsend
Tribal Historic Preservation Officer
Qualla Boundary Reservation
Cherokee, NC 28719

*Georgia Tribe of Eastern Cherokee*

Georgia Tribe of Eastern Cherokee
Georgia Tribe of Eastern
Cherokee
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Cumming, GA 30028

*Lower Muskogee Creek Tribe*

Lower Muskogee Creek Tribe
Marian S. McCormick
Principal Chief
106 Tall Pine Drive
Whigham, GA 39897

*Miccosukee Tribe of Indians*

Miccosukee Tribe of Indians
Colley Billie
Chairperson
PO Box 440021
Miami, FL 33144

*Muscogee (Creek) Nation of Oklahoma*

Muscogee (Creek) Nation of Oklahoma
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Muscogee (Creek) Nation of Oklahoma
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Muscogee (Creek) Nation of Oklahoma
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Muscogee (Creek) Nation of Oklahoma
George Tiger
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Okmulgee, OK 74447

*Poarch Band of Creek Indians, Alabama*

Poarch Band of Creek Indians, Alabama
Stephanie Bryan
Chairperson
5811 Jack Springs Road
Atmore, AL 36502

Poarch Band of Creek Indians, Alabama
Robert Thrower
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5811 Jack Springs Road
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*Seminole Nation of Oklahoma*

Seminole Nation of Oklahoma
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Seminole Nation of Oklahoma
Leonard M. Harjo
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Wewoka, OK 74884

Seminole Nation of Oklahoma
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*Seminole Tribe of Florida*

Seminole Tribe of Florida
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Seminole Tribe of Florida
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The Chickasaw Nation
Bill Anoatubby
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*Thlopthlocco Tribal Town*

Thlopthlocco Tribal Town
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Tribal Historic Preservation Officer
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Okemah, OK 74859

Thlopthlocco Tribal Town
George Scott
Town King
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Okemah, OK 74859

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United Creeks of Georgia
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*United Keetoowah Band of Cherokee Indians, Oklahoma*

United Keetoowah Band of Cherokee Indians, Oklahoma
Lisa LaRue-Baker
Tribal Historic Preservation Officer
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Tahlequah, OK 74465

United Keetoowah Band of Cherokee Indians, Oklahoma
George Wickliffe
Chief
PO Box 746
Tahlequah, OK 74465

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# APPENDIX C
# PUBLIC HEARING NOTIFICATION MATERIALS

## C.1 Newspaper Advertisements - March 2018

### C.1.1 Tribune and Georgian - Thursday, March 8, 2018



# Letters

from page 4A

Jonesboro, Georgia police arrested ARCA Space's director for securities fraud. Also, XCOR, which was once headed by Camden's self-professed "spaceport subject matter expert" before he came to work for Camden, collapsed in bankruptcy owing Space Florida $3 million plus another $10 million more to the Midland, Texas, Spaceport development authority. Since 1996, Interorbital Systems has sold $19,000 satellite kits to colleges that include a "launch to LEO on an Interorbital NEPTUNE Series Rocket." The Neptune has never launched.

Camden's space consultants and public officials embellish the benefits and simultaneously diminish the substantial safety and economic risks that come with a spaceport license because everything space will always be rosy for these hired-hand boosters.

Rep. Spencer should be embarrassed to hype a startup company as a win for Camden taxpayers. Where's the successful company with deep pockets and safe rockets?

Importantly, the FAA EIS investigates none of this. It's not their job.

*Steve Wenkle*
*Harrietts Bluff*

## It's long overdue for consolidation

Dear Editor,

Several weeks ago, I read an excellent Tribune editorial on fire rescue consolidation in Camden County.

Having just moved here in the last year, I was surprised this was not already the case as most areas of the country have already consolidated small communities into a countywide department.

The advantages are huge for all: better coverage, hazmat and tactical improvements, top-of-the-line equipment can be purchased and updated, big improvement in personnel retention as pay improves and more opportunity for advancement, training and certifications jump up and, most important of all, the cost to the local municipalities drops significantly.

Studies conducted in south Florida and the Tampa area showed that cities/towns with populations with less than 75,000 residents showed huge cost reductions with much better coverage.

Besides the above-mentioned improvements in service, there is a large reduction in health and liability insurance costs to the municipalities once consolidation takes place.

I urge the leaders of the three small cities in Camden County to look hard at this structural change so all residents countywide will benefit not only in reduced costs but better and more efficient fire rescue services.

*Steve Haught*
*St. Marys*

## Senate bill 375 discriminates

Dear Editor,

A child who comes out of an abusive environment does not understand terms like alcoholism or emotional illness. But they quickly figure out the difference between the world of laughter and cuddles and scolding and slaps.

Furthermore, a child does not understand terms like biblical beliefs of family, religious liberty or LGBTQ communities. But they quickly figure out they are vulnerable and long for something they don't have and can't quite put into words — unconditional love.

Please tell me why someone or a couple from the LGBTQ community could not relate to being ridiculed, ill-treated and made to feel like an outcast? Why wouldn't someone who has walked in similar shoes be equipped to feel and give compassion and unconditional love?

I don't know what kind of math Sen. William Ligon is using for Bill 375, but I surely hope it isn't taught in the Camden County school system. If you bring in agencies that discriminate against any loving family unit, you are reducing opportunities to help children in need. Simple math. If an agency does not want to be inclusive, they need not set up business in Georgia.

The state of Georgia does not discriminate when collecting taxes, no matter of race, religious beliefs or sexual orientation. Our tax dollars unequivocally should not be used in any manner that discriminates against its own citizens.

If you want to practice and follow your faith, "love thy neighbor as thyself" (Matthew 22:39) and "do unto others as you would have them do unto you" (Jesus, Sermon on the Mount).

But please, do not veil your discriminatory beliefs as religious liberties. That is not what we send Sen. Ligon to Atlanta to accomplish. My son, Dana Sweeney, stood up to be counted with his letter to the editor last week and challenged Sen. Ligon on this ill-conceived and unacceptable legislation. I stand beside Dana as a proud mother to remind all of my Camden County friends and neighbors that once again we have been let down by those given the privilege of representing us. Stand with us and let us remind Sen. Ligon that our Camden voices and our vote will be counted.

*Mary F. Sweeney*
*Kingland*

## Courteous driving makes an impact

Dear Editor,

My job involves long-term travel all around the country and, no matter where I am, I always look forward to returning to my home in Camden County.

Traveling as much as I do exposes me to a lot of different people and, consequently, different ways of life. I recently returned from a very long assignment in the sea coast of New Hampshire and southern Maine. I must admit that I thought we in the Deep South had a lock on Southern hospitality but I am sad to report that we do not. As a matter of fact, if you had experienced the people in northern New England as I have, you would be astonished in that they put us to shame when it comes to hospitality, courtesy and friendliness while driving.

I have been back in Camden for about two weeks now and it is painfully obvious that we could take a lesson from the folks in the Portsmouth, N.H., area. They use their turn signals; we rarely do. They will stop in the street if they even think you might be entering a crosswalk; we rarely do. They merge into traffic and use four-way stops as the rules of the road dictate; we rarely do. They do not pull out in front of others when it is obvious there is not a car behind you for a mile or two; we typically do.

I know that Camden is unique because of the large influence of the Navy, which brings people here from all around the country. I get that. Maybe we can all step back and re-evaluate what it means to be a Southerner and what Southern hospitality really is.

If you have lived here all your life and find yourself driving with bad habits you picked up or if you are from somewhere else and brought those habits with you, just remember there are visitors to our wonderful home we call Camden who will go home and write letters to their newspaper editors telling them how rude the drivers are in Georgia. I had rather they return to their homes and tell others about how courteous we are, much like those good people in New Hampshire and Maine.

*Chuck Naylor*
*Kingland*

tribune-georgian.com

**WE WANT YOUR OPINION**
What do you think about the ABL agreement?

**LAST WEEK'S RESULTS**
What do you think the draft EIS will say?

| | |
|---|---|
| 42% | The county can proceed with applying for a license |
| 33% | I'm not sure |
| 25% | The county can't proceed with its application |

The Camden County High School Fine Arts Academy proudly presents
THE PHANTOM OF THE OPERA
Music by Andrew Lloyd Webber Lyrics by Charles Hart
Book by Richard Stilgoe & Andrew Lloyd Webber
Additional Lyrics by Richard Stilgoe

Based on the novel "Le Fantôme de l'Opéra" by Gaston Leroux
March 22 - 25, 2018
CCHS Auditorium
7PM Nightly * 2PM Sunday
for ticket information, visit www.sellingticket.com/cchs

# In the parade

Submitted photo

**American Legion Post No. 511 members prepare their Mardi Gras parade float. Brett Storey supplied the trailer and Robert Spann drove during the parade.**

***Federal Aviation Administration - Notice of Draft EIS Availability and Public Hearings***

**The Federal Aviation Administration Invites You to Attend a Public Hearing for the Spaceport Camden Draft Environmental Impact Statement**

In accordance with the National Environmental Policy Act, the Federal Aviation Administration (FAA) is announcing the availability of the Spaceport Camden Draft Environmental Impact Statement (EIS) on **March 9, 2018**. The Draft EIS for the Camden County, Georgia, Spaceport evaluates the potential environmental impacts that may result from FAA's proposed action of issuing a Launch Site Operator License to the Camden County Board of Commissioners. The license would allow the County to offer the commercial space launch site, Spaceport Camden, to commercial launch operators to conduct launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. Operation would include up to 12 vertical launches and up to 12 associated launch vehicle first-stage landings per year; in support of the launches, there would be up to 12 wet dress rehearsals and up to 12 static fire engine tests per year. An electronic version of the Draft EIS will be made available beginning March 9, 2018 on the FAA Office of Commercial Space Transportation website at:

https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

A paper copy of the Draft EIS may be reviewed for comment during regular business hours beginning **March 9, 2018** at the following libraries:

- Camden County Public Library, 1410 Georgia Highway 40, Kingsland, GA 31548
- St. Marys Public Library, 100 Herb Bauer Drive, St. Marys, GA 31558
- Brunswick-Glynn County Library, 208 Gloucester Street, Brunswick, GA 31520
- St. Simons Island Public Library, 530A Beachview Drive, St. Simons Island, GA, 31522

The FAA encourages all interested parties to **provide comments** concerning the scope and content of the Draft EIS by **May 7, 2018.** Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

The FAA will hold two **public hearings** to solicit comments on the Draft EIS on **Wednesday, April 11 and Thursday, April 12, 2018, from 5:30 pm - 8:30 pm** at the following location:

- Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, GA 31548, (912) 729-5600.

At the hearings, the FAA will describe the proposed action and alternatives to the proposed action, potential impacts of the proposed action and alternatives, and the environmental review process, followed by a public statement period in which members of the public may provide up to a three-minute statement. Comments can be mailed to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Landrs, 2109-Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments can also be sent by email to FAACamdenSpaceportEIS@LandRs.com.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Coastal Pines Technical College Presents
FREE APPLICATION DAY
Made possible by the Terry Thomas Foundation & CPTC Foundation
Coastal Pines TECHNICAL COLLEGE
March 8, 2018
8 AM - 6 PM
APPLY IN PERSON OR ONLINE
(Available for the First 400 Applicants)
ENROLL TODAY!
www.coastalpines.edu
EQUAL OPPORTUNITY INSTITUTION

## C.1.2 Brunswick News - Saturday, March 10, 2018

6A THE BRUNSWICK NEWS // SATURDAY, MARCH 10, 2018

**Page One, Part 2**

### Crime SCENE

Among reports filed by police:

**Arrests**

***Mimosa Road and Kaiser Avenue:*** Two guys hit it off really well on a social media site and arranged to meet in person. One man, however, was being insincere all along. He robbed the other man at gunpoint at the prearranged location. The victim called police. Neighbors saw the lying bandit run into a nearby home, and revealed his hideout to the police K-9 team that responded. Police took the 19-year-old man to jail, charged with armed robbery, possession of a firearm in the commission of a crime and as a fugitive from justice.

***3487 Cypress Mill Road:*** A drunk man knocked over a trash can and a newspaper stand outside of the Rite Aid. Police had already warned the man to stay out of the nearby Walgreens, where he was stirring up trouble earlier in the day. While they were taking the report on his shenanigans at the Rite Aid, he went back to the Walgreens and made another ruckus. Police took the tipsler from there to jail.

***341 Venture Drive:*** A man snatched some pork chops from the Winn Dixie, dashed out to a white panel van and made his get-away. The thief drove past a patrol officer on Perry Lane about the time a store employee reported the theft. Police tracked him down and took the 44-year-old to jail, charged with theft by taking.

***F.J. Torras Causeway and Morningstar Marina:*** A school bus was stopped at Demere and Sea Island roads, and this guy in a black truck just drove right around it while the kids were stepping off. A police officer saw the whole thing and stopped him. The 36-year-old man went to jail, charged with failure to stop for an unloading school bus and driving with a suspended license.

***2100 block of Lee Street:*** An officer stopped a vehicle for a traffic violation and deduced that the woman and man inside were dopeheads. A police dog confirmed the officer's suspicions, leading to the discovery of numerous drugs inside the vehicle. The 31-year-old woman and the 50-year-old man went to jail on varied drug possession charges, including crack, cocaine and amphetamine. The woman also was charged with driving without a license.

*—Larry Hobbs*

# Brunswick woman stabbed on L Street

**By LARRY HOBBS**
lhobbs@thebrunswicknews.com

A 33-year-old Brunswick woman was attacked and stabbed Thursday night while walking in the 1100 of L Street, suffering wounds that required being flown by helicopter to UF Health Shands Hospital in Jacksonville, Brunswick Police Capt. Angela Smith said.

The wounds were not life-threatening, Smith said.

The woman told police she was walking along L street at around 8:20 p.m. when someone attacked her from behind, stabbing her in the neck and back, Smith said. Afterward, she managed to walk to a nearby house, where the residents called 911, Smith said.

The woman told police she does not know who attacked her. Police have no suspects or a motive for the attack, Smith said.

"I don't want to say that it's random," Smith said. "Right now she has only told officers that she was stabbed from behind."

Anyone with information is asked to call Brunswick police detective Tim Taylor at 912-276-2606, or the Silent Witness Hotline at 912-267-5516.

# Decisions delayed on cobia, for-hire permits

**By WES WOLFE**
wwolfe@thebrunswicknews.com

The South Atlantic Fishery Management Council kicked down the road decisions regarding removing Atlantic cobia from federal control and whether to allow scoping for a possible moratorium on snapper-grouper for-hire permits.

As the SAFMC's week-long meeting on Jekyll Island concluded Friday at the Westin, concerns surfaced again as to whether the language the Snapper-Grouper Committee agreed to would pass legal muster for the longterm. Council members also expressed trepidation about moving on before receiving the results of a scheduled cobia stock ID workshop.

"When I looked through the document, and I looked back at red drum and I looked back at all kinds of things, I just see this big hole, which is what's going to happen in federal waters when, for example, Amendment 31 is approved and Atlantic cobia is taken out of the FMP," said Monica Smit-Brunello, the deputy section chief for the National Oceanic and Atmospheric Administration's Office of General Counsel Southeast Section.

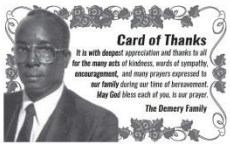
She continued, "Right now, the amendment says it's 'expected,' but if you chose Preferred Alternative 2, the Atlantic States Marine Fishery Commission would extend regulations into federal waters, and Atlantic cobia would be managed by the interstate (fishery management plan). But that's what it says — it's 'expected.' There's nothing in the record right now that says what's going to happen."

The council approved a motion asking staff to address the concerns of general counsel in a document to be presented at the June SAFMC meeting.

On the proposed moratorium on snapper-grouper fishing for hire permits, worries arose about sending the proposal out for the research procedure known as scoping without first seeing the scoping document.

"I had a whole series of new options — not modifications, but brand-new options — and it was voted on that (in committee), with those options included, that it could go out for scoping," Chester Brewer said. "But, we haven't seen the scoping document yet. And I think it would be appropriate to go over the scoping document in June and vote it up or down — whichever."

The council will reconsider sending the for-hire moratorium proposal out for scoping at its June meeting, as well.



**Card of Thanks**

*It is with deepest appreciation and thanks to all for the many acts of kindness, words of sympathy, encouragement, and many prayers expressed to our family during our time of bereavement. May God bless each of you, is our prayer.*

*The Demery Family*

# Elvis

Continued from page 1A

"How's everybody doin' today? Y'all having a good time out there," he asked the crowd to rousing whoops and applause.

From there, he launched into his set, following several of his tribute artist brethren who took to the competition stage Friday. The talent pool is certainly deep this year, with professionals arriving from as far as Germany to perform for the judges. The contest will conclude Sunday with the king being crowned and entered into the Ultimate Elvis Competition in Memphis.

But first — there's a lot of fun and music to be had in the coming days. Attendees flocked to the downtown area to listen to performers sing classic tunes in honor of the King of Rock and Roll. Many of those — both tribute artists and attendees — at this year's festival were actually quite young. Too young in fact to have even been alive during Elvis' lifetime.

That, however, did not dampen their enthusiasm. Two of those were Alicia Walbum and Christian Lewis, who made the trip from Jacksonville. The two excitedly chatted with the tribute artists, even collecting signatures on a guitar.

"It's my first time here, but we love Elvis. It's just good music and all these guys are great," Lewis said. "I actually saw Cody Ray Slaughter before and he was amazing."

For the young tribute artists, the following of young adults was not surprising. Jacob Eder from Abbeville, S.C., who is just 17 himself, understands the appeal.

"I saw Austin Irby perform ... he's actually from a town near mine and I was out there dancing. I just fell in love with it," he said. "It's all about keeping the memory of Elvis alive. People don't understand how big it is until they come out and see it. Then, they get it."

For many of the attendees, it is also the caliber of talent the performers provide. Far from being second rate singers, all of the tribute artists have impressive vocal ranges and can belt out the toughest of Elvis tunes — not to mention dance moves, all of which must be authentic to the Elvis period they are portraying.

Gail Jones and Faye Joy are always blown away by the performer's abilities. The friends have travelled frequently to watch competitions, though this festival was their first visit to Brunswick.

"A lot of people don't get it or ask why we go. But if they come and see the performances, then they understand. These guys are amazing and they are all so nice," Joy said. "I took my daughter and nieces to Memphis and now they are huge fans."

"So much talent," Jones added, nodding.

The women were also excited by the new crop of young artists carying the torch.

"It's so great to see the younger guys. They are awesome," Joy said.

"It makes you really appreciate young Elvis too. I don't think I really did when I was younger. But I do now. And these guys are keeping it going," Jones said.

"They are helping to keep the legacy alive," Joy said with a smile.

# Bail

Continued from page 1A

"We have just learned that a court has ordered our clients' release, though we still await news of actual release from our clients," Young said in a statement. "And we will continue to push forward with this class action. Every single day, Glynn County throws people like Ms. Mock into jail simply because they cannot afford the predetermined cash bail required.

"We are moving forward with this case to ensure equal justice for all."

Mock was jailed under a $1,256 bond and Ogden faced the same amount. The complaint lays out the process.

"A person arrested in Glynn County who can afford to pay the predetermined monetary amount is immediately eligible for release from jail upon payment (except those facing Family Violence Act charges)," according to the complaint. "Those arrestees who cannot afford their release may remain in jail for weeks, even months, without being afforded any hearing to meaningfully argue for their release.

"Moreover, persons accused of misdemeanors who cannot afford to pay bail or hire a private attorney are deprived of the opportunity to request an adversarial preliminary hearing to seek their release, either by challenging probable cause for their arrest or requesting lower bail. They are further denied the ability to bring subsequent motions or habeas petitions to modify or reduce bail through counsel.

"In fact, the only process available in Glynn County for misdemeanor arrestees who cannot afford their monetary bail or to hire private counsel is a hearing to enter a guilty plea and face sentencing."

The complaint then points to Zeh, who serves as the state court public defender. State court usually handles cases that involve misdemeanors only.

"None of these plaintiffs can afford to hire a criminal defense attorney," according to the complaint. "They are therefore eligible for representation only be defendant Zeh as a public defender. However, plaintiffs have never met with Zeh, who has a policy of not visiting public defense clients in the detention center, representing clients at their bail-setting hearing or requesting a preliminary hearing or bail-modification hearing on their behalf."

A message left for Zeh was not returned as of press time. Jump did not return a phone call Friday.

Atwood said the processes for setting bail were already in place when he took the bench in 2017. As a state legislator, lawyer and judge, he said has always striven to follow the constitution and due process.

In all, the county, Atwood and Jump are alleged, by administering the cash bond procedure, to have violated the 14th Amendment regarding equal protection and due process, and the county and Zeh are accused of violating indigent misdemeanor arrestees' 6th Amendment right to counsel and equal protection through counsel.

James Yancey is representing the plaintiffs in U.S. District Court in Brunswick, along with Young, Kosha Tucker, Andrea Woods, Twyla Carter and Brandon Buskey. Yancey filed the class certification motion Friday, along with a temporary restraining order motion and motion for preliminary injunction on behalf of similarly situated detained defendants who face only misdemeanor charges and cannot afford to bond out.

U.S. District Court Judge Lisa Godbey Wood set a hearing for March 15 at 9:30 a.m. for the TRO and injunction motions.

***Federal Aviation Administration - Notice of Draft EIS Availability and Public Hearings***

The Federal Aviation Administration Invites You to Attend a Public Hearing for the Spaceport Camden Draft Environmental Impact Statement

In accordance with the National Environmental Policy Act, the Federal Aviation Administration (FAA) is announcing the availability of the Spaceport Camden Draft Environmental Impact Statement (EIS) on **March 9, 2018**. The Draft EIS for the Camden County, Georgia, Spaceport evaluates the potential environmental impacts that may result from FAA's proposed action of issuing a Launch Site Operator License to the Camden County Board of Commissioners. The license would allow the County to offer the commercial space launch site, Spaceport Camden, to commercial launch operators to conduct launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. Operation would include up to 12 vertical launches and up to 12 associated launch vehicle first-stage landings per year; in support of the launches, there would be up to 12 wet dress rehearsals and up to 12 static fire engine tests per year. An electronic version of the Draft EIS will be made available beginning March 9, 2018 on the FAA Office of Commercial Space Transportation website at: https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

A paper copy of the Draft EIS may be reviewed for comment during regular business hours beginning **March 9, 2018** at the following libraries:

- Camden County Public Library, 1410 Georgia Highway 40, Kingsland, GA 31548
- St. Marys Public Library, 100 Herb Bauer Drive, St. Marys, GA 31558
- Brunswick-Glynn County Library, 208 Gloucester Street, Brunswick, GA 31520
- St. Simons Island Public Library, 530A Beachview Drive, St. Simons Island, GA, 31522

The FAA encourages all interested parties to **provide comments** concerning the scope and content of the Draft EIS by **May 7, 2018**. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

The FAA will hold two **public hearings** to solicit comments on the Draft EIS on **Wednesday, April 11 and Thursday, April 12, 2018, from 5:30 pm - 8:30 pm** at the following location:

- Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, GA 31548, (912) 729-5600.

At the hearings, the FAA will describe the proposed action and alternatives to the proposed action, potential impacts of the proposed action and alternatives, and the environmental review process, followed by a public statement period in which members of the public may provide up to a three-minute statement. Comments can be mailed to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments can also be sent by email to FAACamdenSpaceportEIS@Leidos.com.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

## C.1.3 Florida Times-Union - Sunday, March 11, 2018

THE FLORIDA TIMES-UNION
Jacksonville, FL
Affidavit of Publication

Florida Times-Union

**LEIDOS**
**2109 AIR PARK RD SE STE 200**
**ALBUQUERQUE, NM 87106**

ACCT: 29691
AD# 0003015726-01

State of Florida
County of Duval

Before the undersigned authority personally appeared Sharon Walker who on oath says he/she is a Legal Advertising Representative of The Florida Times-Union, a daily newspaper published in Jacksonville in Duval County, Florida; that the attached copy of advertisement is a legal ad published in The Florida Times-Union. Affiant further says that The Florida Times-Union is a newspaper published in Jacksonville, in Duval County, Florida, and that the newspaper has heretofore been continuously published in Duval County, Florida each day, has been entered as second class mail matter at the post office in Jacksonville, in Duval County, Florida for a period of one year preceding the first publication of the attached copy of advertisement; and affiant further says the he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission, or refund for the purpose of securing this advertisement for publication in said newspaper.

PUBLISHED ON: 03/11/2018

FILED ON: 03/11/2018

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Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Name: Sharon Walker Title: Legal Advertising Representative

In testimony whereof, I have hereunto set my hand and affixed my official Seal the day and year aforesaid.

NOTARY: Christine Baker

CHRISTINE ANNE BAKER
Commission # FF 223263
My Commission Expires
April 22, 2019

# C.2 Newspaper Advertisements - April 2018

## C.2.1 Tribune and Georgian - Thursday, April 5, 2018

Thursday, April 5, 2018 Tribune & Georgian 7A

# Project

from page 1A

Lang said without the data inputs, such as how many people could be present on the day of a launch, they can't even double-check the math.

"How do you evaluate the safety of a spaceport if you can't see what happens when a rocket explodes?" Lang asked.

He said spaceport operations would be in direct conflict with the Little Cumberland Island homeowners association's agreement with the U.S. Department of Interior to conserve and protect the island.

"The association takes this obligation very seriously, and we don't think allowing the island to be put at risk from exploding rockets is consistent with that obligation," he said.

**"Authorized persons"**

The Spaceport Camden EIS states the landowners would be deemed "authorized persons" during launches so that they could remain on the island during launches.

Lang and others feel that this is a deliberate attempt by the county to sidestep the law in a way that would put their lives and property at risk. He also said there was no precedent for using the term "authorized persons" to exclude landowners who may choose to be on their property at the time of the launch.

By comparison, the launch pad for SpaceX's commercial spaceport in Brownsville, Texas, is just 2 miles from the homes at Boca Chica Beach. Those homes are located in the closure area near the launch control center, but are not overflown by the rockets.

According to the EIS for Brownsville, area homeowners are named among "authorized persons" who will be allowed access to their homes during launches via security checkpoints.

"Government personnel, SpaceX personnel, emergency personnel, and anyone with property beyond this soft checkpoint could pass, but the general public would be denied access. The second checkpoint would be a hard checkpoint, just west of the control center area, which is a 'no pass' area determined by the FAA-approved hazard area …" the EIS states.

SpaceX plans to launch rockets as big as the Falcon Heavy in Brownsville, whereas Camden County is seeking permission to launch small to medium rockets.

Lang said the Brownsville site is indeed very different from Camden, but the land hazard areas would be located in the same areas, relative to the launch pad.

"The second checkpoint … (as a) no-pass for anyone keeps people out of the land hazard area," Lang stated in an email to the Tribune & Georgian this week. "In Boca Chica, the land hazard areas are basically areas to the sides and the rear of the launch pad, as the rockets fly up and then out over open ocean. The land hazard area around the launch pad is set to contain the debris from an exploding rocket that is ascending over the pad."

Similarly, Lang said he assumes that the same areas will be closed during launches from Camden.

"Because rockets launched from Spaceport Camden will travel over Little Cumberland Island and Cumberland Island, there will be land hazard areas on both Little Cumberland Island and Cumberland Island. You can see these land hazard areas in the diagrams that are included in the draft EIS," Lang said.

According to news articles in Boca Chica, SpaceX has purchased some of those beach homes. Lang further speculates that the company may also be negotiating agreements with individual property owners, but said that strategy would not work with him or his neighbors on Little Cumberland.

**Others weigh in**

The county does believe it can meet the safety standards required in federal commercial spaceflight regulations.

Andrew Nelson, a county consultant, has dismissed those assumptions in the past through letters to the editor, county meetings and testimony at state legislative hearings. He also said the island landowners' conclusions about exclusion zones for Spaceport Camden launches and launches elsewhere were not direct comparisons.

"Federal regulations and enabling legislation recognize that private property (and populations of people) will be overflown by rockets, and that there is risk of damage to private property; however, this risk has been generally acceptable given the importance of commercial launch capabilities to the United States national interest," said Nelson to a written statement to the Tribune & Georgian in late 2017.

He continued, "Congress and the executive branch have made provisions for replacement or repair of private property through the required carriage of insurance by launch and launch site operators up to the maximum probable loss (MPL) as calculated by the FAA for a specific launch, and then U.S. government coverage of damages above the MPL to approximately $3 billion (see 51 U.S. Code § 50915)."

> How can the public be expected to evaluate whether a spaceport is a good thing for a coastal environment if they haven't been told what happens when a rocket explodes and what chemicals gets released and how fragments get picked up?
>
> **Kevin Lang**, Little Cumberland property owner

In a March 28 email to one of the landowners who had questioned the term, FAA project lead Stacey Zee explained that it did not originate with the FAA.

"The term 'authorized persons,' as used in the (draft) EIS, is a term that Camden has used to describe individuals who could remain in certain areas on Cumberland Island and Little Cumberland Island during operations at the proposed launch site. It is not a term used anywhere in FAA regulations," she wrote.

However, Zee added, the county would still have to meet commercial flight regulations that say a launch operator may initiate flight only if the risk to any individual member of the public does not exceed a casualty expectation of one in one million per launch for each hazard.

"Therefore, a launch operator could not conduct a licensed launch from Camden if the risk to any member of the public, including those who remain on Cumberland Island and Little Cumberland Island, did not meet this requirement," Zee added.

**Assessing the risk**

During the time that the FAA was conducting the EIS, the county also hired its own contractor to conduct a risk assessment on the proposed launch trajectories. Lang said the county recently denied the private landowners' requests to see the raw data used in those assessments.

Camden County cited the exemption to the Georgia Open Records Act that allows pending real estate transactions, and related documents, to be kept confidential until after the transaction is final. Because Camden has a purchase option on the spaceport property, it is still a pending transaction.

An attorney from the Southern Environmental Law Center argued in a March 28 letter to county attorney John Myers that the denial based on the document containing an "engineering or feasibility estimate" violates the spirit of the law.

"In this case, the Camden County Joint Development Authority and Union Carbide Corporation specifically define the 'due diligence study' for the proposed spaceport property as the 'investigation and appraisal of the property.' The hazard analysis is not an 'investigation' or an 'appraisal" of 'the property.' Nor does the hazard analysis contain engineering or feasibility estimates for improvements to the property," wrote SELC staff attorney April Lipscomb.

Lipscomb noted that the act allows for the redaction of exempted information so that those risk calculations, which are not specifically noted in the exemption, could be released.

"Under Camden County's theory, the county would be authorized to withhold all public documents concerning the proposed spaceport because it has not yet purchased the property," she wrote to Myers.

The attorney also warned that the county could not protect public information simply because it was in the custody of a contractor or another government agency.

"… Camden County taxpayers and electorate should have access to as much information as possible to determine whether moving forward with this project is a sound use of their money and county resources," Lipscomb wrote to Myers. "Indeed, GORA was enacted to allow the public to 'evaluate the expenditure of public funds.' We are aware of significant public concern about the results of this hazard analysis and believe the public should have access to it as soon as possible, considering that the content likely sheds light on the public health and welfare concerns mentioned above."

Lang said the group has requested those documented from other parties, but have not yet gotten responses. He also consulted Georgia attorney general's office on March 29 regarding the denial.

"The wording of the exemption is quite broad ('real estate appraisals, engineering or feasibility estimates or other records made for or by the state or a local agency relative to the acquisition of real property') and it would not be appropriate for us to offer an opinion on whether that exemption applies to a document that we have not seen," wrote assistant attorney general Jennifer Colengelo in an April 2 email.

She also noted that Lang could bring a court action, which would allow a judge to privately review the document in question and make a ruling on whether it should be released.

Lang said he believes they will eventually prevail because these risk assessments involve private properties like his, not just the property the county wants to buy.

"It is a very relevant piece of this that they should have to share with everybody," he said.

He said he and other coastal landowners have been asking the county for the last two years how a launch failure would affect their properties.

"We are the ones downrange who are going to have fiery debris raining down on us if one of these rockets explodes," Lang said. "How can the public be expected to evaluate whether a spaceport is a good thing for a coastal environment if they haven't been told what happens when a rocket explodes and what chemicals gets released and how fragments get picked up?"

The group is set to meet with the FAA at 1 p.m. on Wednesday, April 11, in the county commissioners' chambers in Woodbine to further explore the issue of "authorized persons" and other issues affecting the island residents. The meeting is open to the public.

**WE WANT YOUR OPINION**

What are you looking forward to in April?

**LAST WEEK'S RESULTS**

What do you think of the new spaceport prospects?

| | |
|---|---|
| **76%** | It's more good news. |
| **24%** | It's more yet-to-be-fulfilled promises. |
| **0%** | I'm not sure. |

www.tribune-georgian.com

**Camden County Board of Commissioners**
**Advertisement**
**Invitation to Bid**

CAMDEN COUNTY BOARD OF COMMISSIONERS is soliciting sealed bids for the site work portion of the Camden County Recreational Shooting Complex. The project consists of clearing and grubbing, grading of paved and unpaved roads, construction of storm water facilities, construction of building pads, construction of berms, construction of an entrance road and parking areas consisting of paved and improved surfaces, and erosion control measures (including maintenance for the duration of the construction project).

Sealed Bids will be received in the office of the Purchasing Officer, 200 E. 4th Street, Woodbine, Georgia 31558, until 2:00 p.m. Thursday, April 23, 2018. No bid may be withdrawn for a period of sixty (60) days after the closing time for the receipt of bids.

A non-mandatory pre-bid meeting will be held in the Historic Courtroom located at 200 E. 4th Street, Woodbine, Georgia 31558 on Monday, April 9, 2018 at 2:00 p.m.

Questions regarding this project may be directed in writing to the Purchasing Officer, Alethea Harris, at 200 E. 4th Street, Woodbine, Georgia 31558 at bids@co.camden.ga.us by April 11, 2018.

Paper copy of Bid documents and plans may be obtained for a $75.00 non-refundable bid fee from the office of CSEC, Inc., 29 Coral Park Way, Brunswick, GA, 31520. (Phone 912-265-3851, email info@csecinc.com)

Download a copy of the RFP on purchasing page of Camden County's website www.camdencountyga.gov.

**DEPARTMENT OF AGRICULTURE**
**Rural Development**

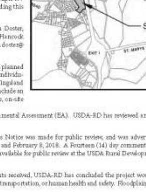
**Kingsland, Georgia:** Notice of Finding of No Significant Impact

**AGENCY:** USDA-RD
**ACTION:** Notice of Finding of No Significant Impact (FONSI)

**SUMMARY:** The U.S. Department of Agriculture, Rural Development (USDA-RD) has made a Finding of No Significant Impact (FONSI) with respect to a request for possible financing assistance to a project by Epic RV Resort, LLC. The proposal is for construction of a recreational vehicle (RV) campground in Kingsland, Camden County, Georgia. Epic RV Resort, LLC has submitted an application to USDA-RD for funding this proposal.

**FOR FURTHER INFORMATION CONTACT:** Ms. Elizabeth Doster, Business & Industry Specialist, USDA-RD Athens Office, 355 E. Hancock Ave, Suite 305, Athens, Georgia 30601, 706.552.2581, or frances.doster@ga.usda.gov

**SUPPLEMENTARY INFORMATION:** Epic RV Resort, LLC is a planned RV campground offering 231 rental sites (219 RV pads and 12 individual cabins) on 122 acres of land located along Interstate 95 in Kingsland Georgia, Camden County. Also, the subject's development is to include an indoor swimming pool, on site restaurant, park, lake, bath house, on-site laundry, and miscellaneous playground and pavilion areas.




Alternatives, including no action, were discussed in the Environmental Assessment (EA). USDA-RD has reviewed and approved the EA for the proposed project.

The availability of the EA and Potential Impacts to Floodplains Notice was made for public review, and was advertised in the following newspaper: Tribune & Georgian on February 1, 2018 and February 8, 2018. A Fourteen (14) day comment period was announced in the newspaper notices. The documents were also available for public review at the USDA Rural Development Office, Athens, Georgia. No comments were received.

Based on its Environmental Assessment and no public comments received, USDA-RD has concluded the project would have no significant impact to water quality, wetlands, land use, aesthetics, transportation, or human health and safety. Floodplain issues have been addressed through 7CFR 1970.

The proposed project would not disproportionately affect minority and/or low income populations.

No other potential significant impacts resulting from the proposed project have been identified. Therefore, USDA-RD has determined this FONSI fulfills its obligations under the National Environmental Policy Act, as amended (42 U.S.C. 4321 et seq.), the Council on Environmental Quality Regulations (40 CFR 1500-1508), and USDA Rural Development's Environmental Policies and Procedures (7 CFR Part 1970) for its action related to the project.

USDA-RD Federal action would not result in significant impacts to the quality of the human environment, and as such will not prepare an Environmental Impact Statement for its action related to the proposed project.

A general location map of the proposal is shown above.

**Dated:** April 5, 2018

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Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, GA 31548, (912) 729-5600.

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Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

## C.2.2 Brunswick News - Saturday, April 7, 2018



**Page One, Part 2**

# One Hundred Miles to kick off coastal planning initiative

By TAYLOR COOPER
tcooper@thebrunswicknews.com

Flooding is an ever-present problem in Glynn County. It was especially evident during Hurricane Irma. One Hundred Miles hopes to bring the Golden Isles community together to address the issue.

Through an initiative dubbed Glynn County COAST — Creating Our Adaptation Strategy Together — One Hundred Miles, a coastal conservation advocacy group, hopes to get a head start on population growth, urban expansion and flooding.

Alex Muir, a coastal advocate with the organization, said the focus of the initiative would be on developing tools for the public to get involved in advocating for local policies to address the three issues.

Community input will also be a major consideration when developing the plans. Muir said she hopes One Hundred Miles will be able to sufficiently educate the public so as to bring them in on a common dialogue around the issues of flooding and urban sprawl.

To that end, the organization plans to hold four public workshops this week to get input from the public.

One Hundred Miles plans to kick the program off at 6 p.m., Monday, in Howard Coffin Park with an opening presentation and discussion.

Drop-in workshops from noon to 4:30 p.m. and evening events at 6 p.m. are scheduled for Tuesday through Thursday. Tuesday's will be held in the Brunswick/Glynn County Library, at 208 Gloucester St.; Wednesday's in the St. Simons Island Casino, 530 Beachview Drive; and Thursday's in the Golden Isles YMCA, 144 Scranton Connector.

Muir said Miami firm Dover, Kohl & Partners will facilitate the process, largely due to its experience in helping small municipalities plan for and adapt to population growth and flooding due to sea level rise.

For more information, contact Muir at alex@onehundredmiles.org or visit onehundredmiles.org/glynncountycoast.

Bobby Haven/The Brunswick News

Members of the Lanakila's Polynesian Show invite audience members onstage for a dance lesson during the annual College of Coastal Georgia International Festival.

## Flare

Continued from page 1A

ioan," said Ashly Voltaire, a sophomore at CCGA who made a display on Haitian culture and history for the expo. "I just wanted everyone to know the Haitian culture. Because of the earthquake, most people just think that Haiti is just poor, but no, we have a lot of rich culture, a lot of rich history."

The International Festival provided the opportunity for students from all over the world — Greece, Brazil, Indonesia — to share their culture, Voltaire said.

"We live in a world where not everybody understands why people do the things we do, so culture is one of the most important things that we can understand and that we can actually represent," she said.

The Association of Coastal Educators facilitated a "Kid-Fest" during the festival to provide young participants with a space to enjoy fun and educational activities.

On stage, Polynesian dancers kicked off the festival with traditional dances from their culture.

A Global Food Bazaar featured Asian food, Italian food and more, and festival attendees shopped in and explored the Artisan Marketplace, where artwork, jewelry, handmade baskets and other items were displayed.

Fatima Rastager, founder of the Heart-to-Heart project, which aims to empower Afghan women, set up a booth where she sold handmade scarves, aprons, tablecloths and napkins.

Each item on the table had been made by women in Afghanistan who once made a living creating and selling their work.

"The ladies don't have the opportunity (to sell) anymore, and that was the way they would support their families," Rastager said. "... So whenever I came (to America) ... I talked with them and I said 'Send them here.'"

Rastager sends money back to the women who make the items.

"I want to help the ladies, so I want to help them learn how to be empowered and help support their families," she said.

Fostering awareness of the world is the goal of the International Festival, Lyon said.

"At the end of the day, the goal is to build community and culture awareness," she said. "So we're just thinking about the different things outside of maybe where you are and your personal experiences and we're helping educate others."

## Audit

Continued from page 1A

Court, escrow and Magistrate Court escrow accounts. Money from court orders and settlements are held in the two escrow accounts.

Audit reports from years prior to 2014 noted questionable money management practices in the clerk's office during Jamsky's tenure, and commissioners say the former clerk prevented the county from intervening and doing its own audit prior to Jones' reporting the money missing.

Last month, the Glynn County Commission approved additional payments to BatesCoster, bringing the total up to $70,000.

Between bonds and insurance policies, the county has around $925,000 to draw from to replace the missing money this year. Commission Chairman Bill Brunson said in a previous interview with The News.

In January, the county transferred the first half of $500,000 to the clerk's office. Brunson said another $250,000 would be paid once the audit is complete.

"It's going to be a process, but we'll go through it and hopefully we'll come out whole at the end of the day. That's our goal," Brunson said in a past interview with The News.

The News submitted an open records request for the audit report Friday morning, but the county did not respond as of press time. By law, the county has three days to respond to the request.

County officials said details of the audit's findings may be released on Monday, after commissioners have had a chance to review it.

## Arrest

Continued from page 1A

said. He was found inside his 1997 green Dodge Status, which was in the middle of the road at the end of Golden Isles Parkway in remote northern Glynn County. He was shot in the head, the police report said. Proctor was found slumped over in the driver's seat, with the driver's side door open. Police found several bullet shells on the ground near the car, and it appears at least one bullet struck the car between the front and rear windows, the report said. Police also recovered clothing on the ground near the car.

Proctor was a popular employee at Toucan's Ale House on Perry Lane, off Golden Isles Parkway near Interstate 95. He was described as a dependable co-worker whose easygoing manner made him a favorite with customers. A manager there said Proctor last worked at Toucan's on March 16, the Friday night before his body was found. His shift ended sometime between 11 p.m. and midnight, the manager said.

Friends and family say Proctor doted on his three sons, ages 6, 4, and 3. Proctor and his oldest son lived in Brantley County with the young man's mother.

Ann Proctor, Corey Proctor's mother, said Friday that she takes some solace from news of a suspect's arrest in her son's murder.

"Well, knowing that at least one person who (police allege) killed or was involved in killing my son has been arrested made me feel a little relieved," she said Friday. "Once the investigation is closed, I believe I will have some closure."

She said she does not know Brown, but Ann Proctor added that friends of her son have told her that "C.J. worked with her a time or two in the past. I have no idea who she is."

Brown's home address is on Juliette Circle, jail records indicate. Juliette Circle is not far from where Proctor was found murdered.

County police investigators urge anyone with information on the case to come forward. Contact the investigations division at 912-554-7802, or Silent Witness hotline at 912-264-1333.

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*Federal Aviation Administration - Notice of Draft EIS Availability and Public Hearings*

The Federal Aviation Administration Invites You to Attend a Public Hearing for the Spaceport Camden Draft Environmental Impact Statement

In accordance with the National Environmental Policy Act, the Federal Aviation Administration (FAA) is announcing the availability of the Spaceport Camden Draft Environmental Impact Statement (EIS) on **March 9, 2018**. The Draft EIS for the Camden County, Georgia, Spaceport evaluates the potential environmental impacts that may result from FAA's proposed action of issuing a Launch Site Operator License to the Camden County Board of Commissioners. The license would allow the County to offer the commercial space launch site, Spaceport Camden, to commercial launch operators to conduct launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. Operation would include up to 12 vertical launches and up to 12 associated launch vehicle first-stage landings per year, in support of the launches, there would be up to 12 wet dress rehearsals and up to 12 static fire engine tests per year. An electronic version of the Draft EIS will be made available beginning March 9, 2018 on the FAA Office of Commercial Space Transportation website at: https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

A paper copy of the Draft EIS may be reviewed for comment during regular business hours beginning **March 9, 2018** at the following libraries:

- Camden County Public Library, 1410 Georgia Highway 40, Kingsland, GA 31548
- St. Marys Public Library, 100 Herb Bauer Drive, St. Marys, GA 31558
- Brunswick-Glynn County Library, 208 Gloucester Street, Brunswick, GA 31520
- St. Simons Island Public Library, 530A Beachview Drive, St. Simons Island, GA 31522

The FAA encourages all interested parties to **provide comments** concerning the scope and content of the Draft EIS by **June 14, 2018**. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

The FAA will hold two **public hearings** to solicit comments on the Draft EIS on **Wednesday, April 11 and Thursday, April 12, 2018, from 5:30 pm - 8:30 pm** at the following location:

- Camden County Public Service Authority Recreation Center Community Room, 1030 Wildcat Drive, Kingsland, GA 31548, (912) 729-5600.

At the hearings, the FAA will describe the proposed action and alternatives to the proposed action, potential impacts of the proposed action and alternatives, and the environmental review process, followed by a public statement period in which members of the public may provide up to a three-minute statement. Comments can be mailed to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments can also be sent by email to FAACamdenSpaceportEIS@Leidos.com.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Weathering Market Volatility in 2018
WELLS FARGO ADVISORS

You and a guest are invited to join us for a complimentary seminar. There have been plenty of pundits chattering about volatility lately and its broader meaning for investors. When might low volatility end, and what might a rise in volatility mean for investors? Other topics to be discussed: Could the bull market continue? What might rising rates mean for investors? How could the new tax laws affect you as an investor? To find out what Wells Fargo Advisors top strategists believe investors may encounter down the road, please join us for this complimentary lunch seminar at:

**Wednesday April 11, 2018**
**at 12:00 pm with**
**Presented by: Rodger Goldman**
Managing Director – Investments

*A Complimentary lunch will be served*

**Location:**
Bonefish Grill, 202 Retreat Village
Saint Simons Island, GA 31522

Guest Speaker Diane Donley,
Regional Vice President at Pacific Life

**Rodger Goldman**
Managing Director-Investments
Wells Fargo Advisors
418 Highway A1A North
Ponte Vedra Beach, FL 32082
904-273-7904
RodgerGoldman@wellsfargoadvisors.com

**Seating is limited.**
**Please RSVP to Vicki Costner**
**at 904-273-7905 or**
**vicki.costner@wellsfargoadvisors.com**

This seminar is supported and financially sponsored by Pacific Life. It is educational in nature and no company-specific products will be discussed.

## C.2.3 Florida Times-Union - Sunday, April 8, 2018

4/16/2018 The Florida Times-Union, Sunday, April 8, 2018, pages from 16 to 16

B4 Sunday, April 8, 2018 THE TIMES-UNION

# MLK's grandchild hosts child activists

The Associated Press

***The honorees included McKenzie Walker, a 14-year-old Dallas singer who used the proceeds from her CD to help orphans; Joshua Williams, a 17-year-old who has spent years leading food drives in South Florida; and Amariyanna Copeny, a 10-year-old girl who has earned the nickname "Little Miss Flint" because of the attention she has brought to the water crisis in her hometown of Flint, Michigan.***

ATLANTA — Martin Luther King Jr.'s granddaughter hosted an inspiring group of children who called on their peers Saturday to follow the civil rights leader's example and engage in community outreach.

Three days after the 50th anniversary of King's assassination, about 200 people gathered at an Atlanta event hosted by Yolanda Renee King, 9, and Maryn Rippy, 7, the great-granddaughter of King's brother, A.D. King.

Child actors Hudson Yang from ABC's "Fresh Off the Boat" and Storm Reid from the film "A Wrinkle in Time" interviewed about a dozen featured guests from across the country.

The honorees included McKenzie Walker, a 14-year-old Dallas singer who used the proceeds from her CD to help orphans; Joshua Williams, a 17-year-old who has spent years leading food drives in South Florida; and Amariyanna Copeny, a 10-year-old girl who has earned the nickname "Little Miss Flint" because of the attention she has brought to the water crisis in her hometown of Flint, Michigan.

"Young people really have a lot of power," said Margeaux Drucker, 12, who, along with her younger brother, teaches her peers about the lessons of the civil rights movement. "We can be the change we want to see in the world."

A.J. Carr, 15, is an actor on Showtime's "The Chi" who two years ago founded a youth leadership and entrepreneurship organization called "Building Bosses," in Madison, Wisconsin.

Carr challenged the audience, especially the adults, to reach out to young people who might appear lost.

"Tell them, 'Hello, how are you doing? Do you need anything?' Because that could be the only compassion they've ever felt in their life," Carr said.

One of the audience members, Nia McKenzie, 14, of nearby East Point took a photo with Carr after the event. After hearing Carr's and the other guest's stories, McKenzie said she felt "inspired to take action."

"He's is around my age and doing a lot to help people in his community, so I feel like I can do that too," McKenzie said.

Two of the civil rights icon's children, Bernice King and Martin Luther King III, also were in attendance and praised the commitment to social justice on display.

King III pointed out that high school students held an important role in spearheading the civil rights movement decades ago.

"It is exciting to see these young people not following, but leading," King III said, citing the recent gun-control march led by the survivors of a Florida high school shooting.

# Funding secured for Phase 3 of First Coast Expressway

**Money will cover replacement for Shands Bridge**

By Stuart Korfhage
stuart.korfhage@staugustine.com

The long-planned replacement for the Shands Bridge between St. Johns and Clay counties now has the funding needed for it to become a reality.

Gov. Rick Scott made the announcement Thursday during a trip to Green Cove Springs.

The bridge is part of Phase 3 of the First Coast Expressway project under control of the Florida Department of Transportation. The cost of the phase was announced as $763 million.

The replacement of the Shands Bridge and extension of the First Coast Expressway to Interstate 95 in St. Johns County is the final phase of the $1.9 billion road project.

According to FDOT, construction on the northwestern, first segment of the First Coast Expressway (Blanding Boulevard/State Road 21 in Clay County north to Interstate 10/U.S. 90 in Duval County) began in 2013 and should be completed in its entirety in the fall.

The central, second segment of the First Coast Expressway involves new roadway from Blanding Boulevard/S.R. 21 in Middleburg running south and then east through Green Cove Springs and includes a new bridge over Black Creek. Construction on this part of the project is expected to begin in January 2019.

The southeastern, third segment of the expressway, including the new bridge over the St. Johns River into this county, is expected to begin construction in 2023.

When complete, the First Coast Expressway will cover 46 miles of limited-access roadway, extending from I-10 to I-95, offering an alternative that bypasses downtown Jacksonville.

Even though the First Coast Expressway will be a toll road, it was announced that drivers will be able to cross the St. Johns River without paying a fee.

"While the First Coast Expressway is a limited access, all-electronic toll facility, the plan at this time is for the new bridge to have local access points to allow drivers who only wish to cross the St. Johns River (but not continue on the FCE) to do so without being charged a toll," said FDOT spokeswoman Sara Pleasants in an email to The Record.

Rep. Cyndi Stevenson, who attended the announcement ceremony Thursday, said that was a key final detail of the project.

"It was a huge deal," she said. "The kind of concept they're working on is no tolls on existing capacity. We're not going to go and put tolls on things that have already been built even though this project includes some improvements to existing roads.

"All people will still have a free way to cross the river. That's very important."

Both Stevenson and the governor stressed the importance of improved infrastructure in relation to economic opportunity in the area.

"When a big infrastructure piece like this goes into place, it tells businesses where there's going to be capacity," Stevenson said. "That (major road project) is something you can't expect the private sector to do."

Added FDOT Secretary Mike Dew in a release: "FDOT is committed to enhancing safety, easing congestion and improving mobility for all of our citizens.

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**Federal Aviation Administration - Notice of Draft EIS Availability and Public Hearings**

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http://digital.olivesoftware.com/Olive/ODN/floridatimesunion/PrintPages.aspx?doc=TFTU/2018/04/08&from=16&to=16&ts=20180411221946&uq=20180227012358

9, 2018. The Draft EIS for the Camden County, Georgia, Spaceport evaluates the potential environmental impacts that may result from FAA's proposed action of issuing a Launch Site Operator License to the Camden County Board of Commissioners. The license would allow the County to offer the commercial space launch site, Spaceport Camden, to commercial launch operators to conduct launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. Operation would include up to 12 vertical launches and up to 12 associated launch vehicle first-stage landings per year; in support of the launches, there would be up to 12 wet dress rehearsals and up to 12 static fire engine tests per year. An electronic version of the Draft EIS will be made available beginning March 9, 2018 on the FAA Office of Commercial Space Transportation website at:
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- Brunswick-Glynn County Library, 208 Gloucester Street, Brunswick, GA 31520
- St. Simons Island Public Library, 530A Beachview Drive, St. Simons Island, GA 31522

The FAA encourages all interested parties to **provide comments** concerning the scope and content of the Draft EIS by **June 14, 2018.** Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered.
Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

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Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, GA 31548, (912) 729-5600.

At the hearings, the FAA will describe the proposed action and alternatives to the proposed action, potential impacts of the proposed action and alternatives, and the environmental review process, followed by a public statement period in which members of the public may provide up to a three-minute statement. Comments can be mailed to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o
Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments can also be sent by email to FAACamdenSpaceportEIS@Leidos.com.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be madepublicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

## C.3 Draft EIS Notification Postcard

# Spaceport Camden
## Environmental Impact Statement

In accordance with the National Environmental Policy Act, the Federal Aviation Administration (FAA) is announcing the availability of the Spaceport Camden Draft Environmental Impact Statement (EIS) on **March 9, 2018**. An electronic version of the document will be made available beginning March 9, 2018 on the FAA Office of Commercial Space Transportation website at: https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

A paper copy of the Draft EIS may be reviewed for comment during regular business hours beginning March 9, 2018 at the following libraries: Camden County Public Library, 1410 Georgia Highway 40, Kingsland, GA 31548; St Marys Public Library, 100 Herb Bauer Dr, St Marys, GA 31558; Brunswick-Glynn County Library, 208 Gloucester St, Brunswick, GA 31520, and St. Simons Island Public Library, 530A Beachview Dr, St. Simons Island, GA, 31522.

The FAA will hold two **public hearings** to solicit comments on the Draft EIS on **Wednesday, April 11 and Thursday, April 12, 2018, from 5:30 pm - 8:30 pm** at the Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, GA 31548, (912) 729-5600.

The FAA encourages all interested parties to **provide comments** concerning the scope and content of the Draft EIS by **May 7, 2018**. Comments or questions can be mailed to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments can also be sent by email to FAACamdenSpaceportEIS@Leidos.com.

*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.*

Ms. Stacey M. Zee
Environmental Specialist
Federal Aviation Administration, c/o Leidos
2109 Air Park Road SE, Suite 200
Albuquerque, NM 87106

## C.4 Draft EIS Notification Email (eblast)

**From:** Zee, Stacey (FAA)
**Sent:** Thursday, March 08, 2018 3:56 PM
**To:** Zee, Stacey (FAA) <Stacey.Zee@faa.gov>
**Subject:** Spaceport Camden - Draft EIS is available for download and Public Hearings scheduled for April

Good afternoon,

The Spaceport Camden Draft Environmental Impact Statement (EIS) is available for your review and comment. The Draft EIS is available on the following FAA website:
https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

The FAA is initiating a formal comment period on the Draft EIS, which will close on May 7, 2018.

Public hearings to receive comments on the Draft EIS will be held April 11 and 12, 2018 from
5:30-8:30pm at the Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, GA 31548.

The public hearings will include a poster information session from 5:30 p.m. to 6:30 p.m., FAA presentation from 6:30 p.m. to 6:45 p.m., followed by a public statement period in which members of the public may provide up to a 3-minute statement. The FAA will transcribe all oral comments. All comments received during the comment period will be given equal weight and be taken into consideration in the preparation of the Final EIS.

A paper copy of the Draft EIS may be reviewed during regular business hours at the following libraries:

- Camden County Public Library, 1410 Georgia Highway 40, Kingsland, GA 31548
- St. Marys Public Library, 100 Herb Bauer Drive, St. Marys, GA 31558
- Brunswick-Glynn County Library, 208 Gloucester Street, Brunswick, GA 31520
- St. Simons Island Public Library, 530A Beachview Drive, St. Simons Island, GA, 31522

The FAA encourages you to provide comments concerning the scope and content of the Draft EIS by May 7, 2018. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents.

Comments can be mailed to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments can also be sent by email to FAACamdenSpaceportEIS@Leidos.com.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

For media inquiries, please contact Hank Price at 202-267-3447.

Thank you.

Stacey M. Zee

FAA Project Lead for the Spaceport Camden EIS

## C.5 Draft EIS Community Flyer

# Spaceport Camden
## Environmental Impact Statement

## UPCOMING PUBLIC HEARINGS

In accordance with the National Environmental Policy Act (NEPA), the Federal Aviation Administration (FAA) is announcing the availability of the Spaceport Camden Draft Environmental Impact Statement (Draft EIS). The Draft EIS evaluates the potential environmental impacts that may result from FAA's proposed action of issuing a Launch Site Operator License to the Camden County Board of Commissioners. The license would allow the Board of Commissioners to offer a commercial space launch site, Spaceport Camden, to commercial launch operators to conduct launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. Operation would include up to 12 vertical launches and up to 12 associated launch vehicle first-stage landings per year. In support of the launches, there would be up to 12 wet dress rehearsals and up to 12 static fire engine tests per year.

The proposed Spaceport Camden would be located within an existing 11,800 acre industrial site in Camden County, approximately 11.5 miles due east of the City of Woodbine, at the mouth of the Satilla and Crooked Rivers and just west of Cumberland River and Cumberland Island.

The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS by May 7, 2018. Comments on the Draft EIS will be considered in the decision-making process of this project and incorporated into the Final EIS, as required by the regulations implementing NEPA.

The FAA will host two public hearings to allow members of the public to have an opportunity to provide comments on the Draft EIS, who may provide up to a three-minute statement. The hearings will employ the following agenda:

| Time | Activity |
|---|---|
| 5:30 PM to 6:30 PM | Open House and Poster Session |
| 6:30 PM to 7:00 PM | FAA Presentation |
| 7:00 PM to 8:30 PM | Formal Public Comment Period |

**Public hearings will be held on the following days at this location:**

Wednesday, **April 11** and Thursday, **April 12**, 2018

**Camden County Public Service Authority Recreation Center**
1050 Wildcat Drive
Kingsland, Georgia 31548

**For more information, please visit**

https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

## C.6 Draft Public Service Announcement

### Public Service Announcement (PSA)

### March 16, 2018

### Public Service Announcement

## CAMDEN COUNTY AREA RADIO PSA FOR USE MARCH 9 - APRIL 10, 2018 (APPROX READ TIME 1:00 - 1:20)

The Federal Aviation Administration is announcing the availability of and requesting comments on the Spaceport Camden Draft Environmental Impact Statement. The Draft EIS evaluates the potential environmental impacts that may result from FAA's proposed action of issuing a Launch Site Operator License to the Camden County Georgia Board of Commissioners. Representatives from the FAA will hold two public hearings on Wednesday, April 11 and Thursday, April 12, from 5:30 to 8:30 pm at the Camden County Public Service Authority Recreation Center Community Room at 1050 Wildcat Drive in Kingsland, GA, and they want to hear from you. Please come learn more about the proposed project and share your views about the Draft EIS. Copies of the Draft EIS can be reviewed at: the Camden County Public Library, St Marys Public Library, the Brunswick-Glynn County Library, and the St. Simons Island Public Library. The Draft EIS can be downloaded at:

https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/.

For more information, please call Hank Price at: 202-267-3447.

**Radio stations for PSA broadcast:**

| Frequency | Call sign | Format | City of License |
|---|---|---|---|
| 1190 AM | WWIO | Religious | St. Marys, GA |
| 1100 AM | WCGA | News/Talk | Woodbine, GA |
| 106.3 FM | WKBX | Country | Kingsland, GA |
| 790 AM | WSFN | Sports | Brunswick, GA |
| 100.7 FM | WMUV | Country Oldies | Brunswick, GA |
| 101.5 FM | WSOL | Urban AC | Brunswick, GA |
| 88.9 FM | WWIO | Public Radio | Brunswick, GA |
| 90.7 FM | WAYR | Christian Contemporary | Brunswick, GA |
| 105.3 FM | WYKB | Talk | Fernandina Beach, FL |
| 89.9 FM | WJCT | Public Radio | Jacksonville, FL |

# APPENDIX D
# SIGN-IN CARDS AND MEDIA SIGN-IN SHEETS

## D.1 Media Sign-in Sheets

### D.1.1 Wednesday, April 11, 2018

**WELCOME TO THE SPACEPORT CAMDEN EIS PUBLIC HEARING**
**MEDIA SIGN-IN SHEET**

**Camden County Public Service Authority Recreation Center Community Room**
**1050 Wildcat Drive, Kingsland, GA 31548**
**April 11, 2018**

| Name (Please Print) | Email Address (optional) | Media Affiliation | I would like a copy of the Final EIS Via Email (check if yes) |
|---|---|---|---|
| Gordon Jackson | | Brunswick News | |
| Stephen Martin | | GJC | |
| Elaine Powell | | | |
| Maya Prabhu | | AJC | |
| JILL HELTON | | Tribune & Georgian | |
| | | | |
| | | | |
| | | | |

*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.*

## D.1.2 Thursday, April 12, 2018

**WELCOME TO THE SPACEPORT CAMDEN EIS PUBLIC HEARING**
**MEDIA SIGN-IN SHEET**

**Camden County Public Service Authority Recreation Center Community Room**
**1050 Wildcat Drive, Kingsland, GA 31548**
**April 12, 2018**

| Name (Please Print) | Email Address (optional) | Media Affiliation | I would like a copy of the Final EIS Via Email (check if yes) |
|---|---|---|---|
| Cindy Hill | [redacted] | GA Public Broadcasting | ✓ |
| PAT BETCHIK | [redacted] | CAMDEN COUNTY PRESS | ✓ PLEASE |
| Queen Quet | [redacted] | Gullah/Geechee TV & Radio | ✓ |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.*

## D.2 Public Hearing Sign-in Cards

### D.2.1 Wednesday, April 11, 2018

6:56

Spaceport Camden
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD** #1

1

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Steve Weinkle

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
self

☑ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

6:57

Spaceport Camden
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

2

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* HARRY WHITE

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
None

☒ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

6:59

Spaceport Camden
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

3

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Rebecca Lana

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
downrange

☑ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

7:02

Spaceport Camden
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

4

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* DICK PARKER

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
DOWNRANGE PROPERTY OWNER

☒ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

7:06

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

5

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Kevin Lang

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

[illegible]

☑ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

7:09

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

6

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Alex Rodriguez

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

Vector Launch, Inc.

☑ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

7:12

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

7

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Rachel M Baldwin

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

Camden County GOP

☑ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

7:14

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

8

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Jackie Eichhorn

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☑ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

7:17

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

9

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Terri Keller

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

✓ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

7:20

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

10

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Chuck Hunsaker

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
National Defense Industrial Association

X Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

7:24

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

11

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Karen Grainey

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Georgia Sierra Club

✓ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

7:27

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

12

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* SUSAN Malphurs

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

✓ Check if you would like to speak today

✓ Yes, please include my name on the email list so I can receive information on the project.

1:50

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

14

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Joyce Murtless

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

✓ Check if you would like to speak today

X Yes, please include my name on the email list so I can receive information on the project.

1:37

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

15

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* James Thomason

Email

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

Self

✓ Check if you would like to speak today

Yes, please include my name on the email list so I can receive information on the project.

2:38

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

16

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* VADM. AL KONETZNI Jr. (ret)

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

Camden Partnership Spaceport Board of Advisors
Retired Military

✓ Check if you would like to speak today

✓ Yes, please include my name on the email list so I can receive information on the project.

7:41

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

17

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* CRAIG ROOT

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

✓ Check if you would like to speak today

Yes, please include my name on the email list so I can receive information on the project.

7:42

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

18

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Jason Spencer

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
State Representative District 180
Georgia House of Representatives

☑ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

7:48

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

19

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* DAVID KYLER

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Center for a Sustainable Coast

☑ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

7:48

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

20

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Terry Landreth

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden County Chamber of Commerce –

☑ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

7:49

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

22

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Cecil Farley

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☒ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

1101

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

23

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Ken Kessler

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☑ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

1157

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

27

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* DWIGHT R. McCOLLOUGH

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

SELF

☑ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

1157

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

28

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* James Coughlin

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

Camden Joint Development Authority

☑ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

1159

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

29

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* JIM GANT

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☑ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

8:02

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

30

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* MARY K. GIBSON

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
I don't know if I want to speak until I hear what others are saying

☒ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

8:05

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

31

Camden County Public Service Authority
Recreation Center Community Room

31

Name *(please print)* HELEN REGNERY

Email

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

✓ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

13

Camden County Public Service Authority
Recreation Center Community Room

No Show

Name *(please print)* JOE W. HANNAN

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

✓ Check if you would like to speak today

✓ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

21

Camden County Public Service Authority
Recreation Center Community Room

No Show

Name *(please print)* CHRISTIAN JENNINGS

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

✓ Check if you would like to speak today

✓ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

24

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Luke Moses

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☑ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

25

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Natalie Smith

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☑ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

26

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Susanna Futato

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☑ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Faubeth Ball

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* PAT BETCHIK

Ema[redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
CAMDEN Co. PRESS

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Gary [redacted] Blount

Email

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* JEFF BERS

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
ROBERTS CIVIL ENGINEERING

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Russ Byrd

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
NSB Kings Bay

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Shawn Boatright

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden County Board of Commissioners

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Beth Casey

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden County

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* MICHAEL CHIASSON

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Paul Christian

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Roberts Civil Engineering - St. Simons

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* KAREN Chisholm
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
St Marys River Management Committee

☐ Check if you would like to speak today
☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Teira Cole
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden County Joint Development Authority

☐ Check if you would like to speak today
☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Jon Coley
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

31 Not Speaking

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Robert S. Cummings
Email ~~Co~~ [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Coastal Reentry and Veteran Coalition

Moved to tomorrow - left early

☐ Check if you would like to speak today
☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Ellis Davis

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden County Teen Republicans

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Ronnie Davis

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Deanna Denton

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Did not attend > signed up for mailing list only

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Austin Deutsch

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Bob Dickman

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Suliane M. Dowling

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* SUSAN DOWNS

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* James B. Durham

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* W. Brock Durig
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
U.S. Navy Region Southeast

☐ Check if you would like to speak today
☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Laura Early
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Satilla River Keeper

☐ Check if you would like to speak today
☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Will Ellis
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Matt Ellis
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Amy Ellis

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Charles Ezelle

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Thomas & Hutton

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Addison Farley

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Nathaniel Farley

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Michael J. Fender

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden County Board of Commissioners

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* JANET FORTUNE

Email [redacted]

Name of [redacted] *(if applicable)*

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Phil Fortune

Email

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden Co. environmental committee

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* JOHN FRY

Email [redacted]

Name of [redacted] Group You Represent *(if applicable)*
CUMBERLAND ISLAND NATIONAL SEASHORE

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* FARRAN FULLILOVE

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
JDA CAMDEN

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Charles Gilman

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Bancel, Inc.

☐ Check if you would like to speak today

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**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* DIANA GORIN

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Jeffrey Griffith

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Georgia DOT

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* MICHAEL J. HARRIS
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Monique HAUSS
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Paul R. Henry
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
CC BOC

☐ Check if you would like to speak today
☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Liz Johnson
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Dale Ketchum

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

Space Florida

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Anthony Lesho

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* James Lombard

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Jenita Lyons

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* David A Mann

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Did not attend. Signed up for mailing list ONLY.

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Charles McMillan

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Georgia Conservancy

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Bobbie Mealling

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Samantha Messer

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* CLAY MONTAGUE

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
ENV. SUBCOM. SPACEPORT CAMDEN STEERING COMM.

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Bryson Morrison

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden County Teen Republicans

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Keith Murless

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Andrew Nelson

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Nelson Aerospace (Camden County)

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Emmitt Nolan

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Self.

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* DEMISH PATEL

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* John Pittman

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* ELAINE POWIERSKI

Email

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
St MARYS CITY COUNCIL

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* ALAN RAINER
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Janet Rainer
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* HELEN REGNERY
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
President of LCI Community
AND Camden Co Taxpayer!

☐ Check if you would like to speak today
☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Mark Rose
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Univ. of Georgia

☐ Check if you would like to speak today
☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* DAN ROCHFORD

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

N/A

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Roxanna Rochford

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

N/A

☐ Check if you would like to speak today

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**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Kara Roll

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

NPS

☐ Check if you would like to speak today

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**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Mary Root

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

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**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Steven Lainz
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Com. to Elect Steven Lainz

☐ Check if you would like to speak today
☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Alison Shores
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Chamber of Commerce

☐ Check if you would like to speak today
☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* JIMMY STARLINE
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* JEFF TEBO
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
SELF

☐ Check if you would like to speak today
☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* JOHN TE TORRA

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

HOME OWNER - GROVE VIEW SUBDIVISION

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Carlos + Sherrill West

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

NA

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Kathy White

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

me

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Pamela Wiley

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Ashby Nix Worley

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
The Nature Conservancy

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* W. John Wood

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Chairman, GA GOP
First District

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Todd Wiemers

Email

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
USCG

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

PUBLIC HEARING REGISTRATION CARD

**FAA Order 1050.1F**

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

## D.2.2 Thursday, April 12, 2018

6:53

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

1

Camden County Public Service Authority
Recreation Center Community Room

Name (please print) Shelley Renner Renner

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
tax payer Camden County

☒ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

6:58

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

2

Camden County Public Service Authority
Recreation Center Community Room

Name (please print) James H Hunter IV.

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Myself and my family

☒ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

7:02

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

3

Camden County Public Service Authority
Recreation Center Community Room

Name (please print) Harold McRae

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Little Cumberland home owner

☑ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

7:05

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

4

Camden County Public Service Authority
Recreation Center Community Room

Name (please print) Rebecca Bell

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden county resident

☑ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

1:04

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

5

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Jim Renner

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden taxpayer

X Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

1:12

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

6

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Elizabeth Sise

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

X Check if you would like to speak today

X Yes, please include my name on the email list so I can receive information on the project.

7:15

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

7

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Queen Quet

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Chieftess of the Gullah/Geechee Nation
Founder, Gullah/Geechee Sea Island Coalition

X Check if you would like to speak today

X Yes, please include my name on the email list so I can receive information on the project.

7:18

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

8

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Faryn Parker

Email —

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden County Teen Republicans

✓ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

7:20

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

8A

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Jeff Stewart

Email

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

[redacted]

☑ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

9

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* MICHELE HUNTER

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

Little Cumberland Island

☒ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

7:23

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

10

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* PANOS KANES

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

LITTLE CUMBERLAND ISLAND COMMUNITY

☒ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

7:27

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

11

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* April Lipscomb

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

Southern Environmental Law Center

☑ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

7:30

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

12

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Robert Dickman

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☒ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

13

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* KEITH POST

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☒ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

7:36

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

15

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* ALLEN BURNS

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

COASTAL REGIONAL COMMISSION

☒ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

7:37

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

17

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Sheila McNeill

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

The Camden Partnership

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

7:40

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

18

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* MEGAN DESROSIERS

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
ONE HUNDRED MILES

✓ Check if you would like to speak today

✓ Yes, please include my name on the email list so I can receive information on the project.

7:44

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

19

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Will Ellis

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

X Check if you would like to speak today

Yes, please include my name on the email list so I can receive information on the project.

7:47

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

20

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Matt ELLis

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

✓ Check if you would like to speak today

Yes, please include my name on the email list so I can receive information on the project.

7:49

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

21

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Karl ~~Kugo~~ Lugo

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Self

X Check if you would like to speak today

X Yes, please include my name on the email list so I can receive information on the project.

7:51

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

22

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Jeanne Seaver

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Citizen of SE GA / Savannah

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

7:50

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

23

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* JACK L GROSS SR

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
my SE If

☑ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

7:57

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

2

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* RUSSELL REGNERY

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
LITTLE CUMBERLAND ISLAND SEA TURTLE PROJECT

☒ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

8:01

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

LN-1

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* RACHEL BALDWIN

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
SELF / EDUCATOR

☑ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

8.03

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

LN-2

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Steve Weinkle

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☑ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

---

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

14

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Robert S. Cummings

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Coastal Reentry and Veteran Coalition INC.

☑ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

---

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Stephen A. Berry

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

---

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Tony Beauer

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* PAT BETCHIK

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
CAMDEN COUNTY PRESS

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Shawn Boatright

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden County Board of Commissioners

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Lannie Brant

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Tammy Brown

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Robert Burr
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Glynn County Airport Commission

☐ Check if you would like to speak today
☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* ERMA L. CHAMBERLIN
Email —
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* PAUL CHAMBERLIN
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
None

☐ Check if you would like to speak today
☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Paula Chamberlin
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
City of Kingsland

☐ Check if you would like to speak today
☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* ROBBIE CHEEK

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

THOMAS & HUTTON

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Peri Colville

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

Local resident

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Sam Colville

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

Local resident

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Nelson Cummings

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

Coastal Re-entry and Veterans Coalition, Inc.

☐ Check if you would like to speak today

☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Barbara S. Dickman

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* JOHN EIFE

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
COASTAL GEORGIA AQUATICS
DIVERS DEN

☐ Check if you would like to speak today

X Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Katie Howard

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Supporter of project!! :)

☐ Check if you would like to speak today

X Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Lonnie D. Guinn

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Private

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Barbara Hartman

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

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**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Alan Hood

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

GDOT Aviation

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Ellis Davis

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

Camden County Teen Republicans

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* JOHN JASTRAM

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Donald C. Koski

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden County District 5 Planning and Zoning Commissioner

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Eric Landon

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Camden County BOC

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Samantha Messer

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Andrew Nelson

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*
Nelson Aerospace (Camden Co.)

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Michelle Parker
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* JOHN PARKER
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Jim Pippine
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
NA

☐ Check if you would like to speak today
☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* HELEN REGNERY
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
LCL

☐ Check if you would like to speak today
☑ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Laurie Ryan
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
☒ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* JIMMY STARLINE
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
✓ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* LaMar Stokes
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today
✓ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* ROGER G. SWIFT
Email [redacted]
Name of Official Organization, Firm, or Group You Represent *(if applicable)*
N/A

☐ Check if you would like to speak today
✓ Yes, please include my name on the email list so I can receive information on the project.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Gayle Troves

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☐ Yes, please include my name on the email list so I can receive information on the project.

PUBLIC HEARING REGISTRATION CARD

**FAA Order 1050.1F**

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

**Spaceport Camden**
Environmental Impact Statement

**PUBLIC HEARING REGISTRATION CARD**

Camden County Public Service Authority
Recreation Center Community Room

Name *(please print)* Jerry Williams, MD

Email [redacted]

Name of Official Organization, Firm, or Group You Represent *(if applicable)*

☐ Check if you would like to speak today

☒ Yes, please include my name on the email list so I can receive information on the project.

PUBLIC HEARING REGISTRATION CARD

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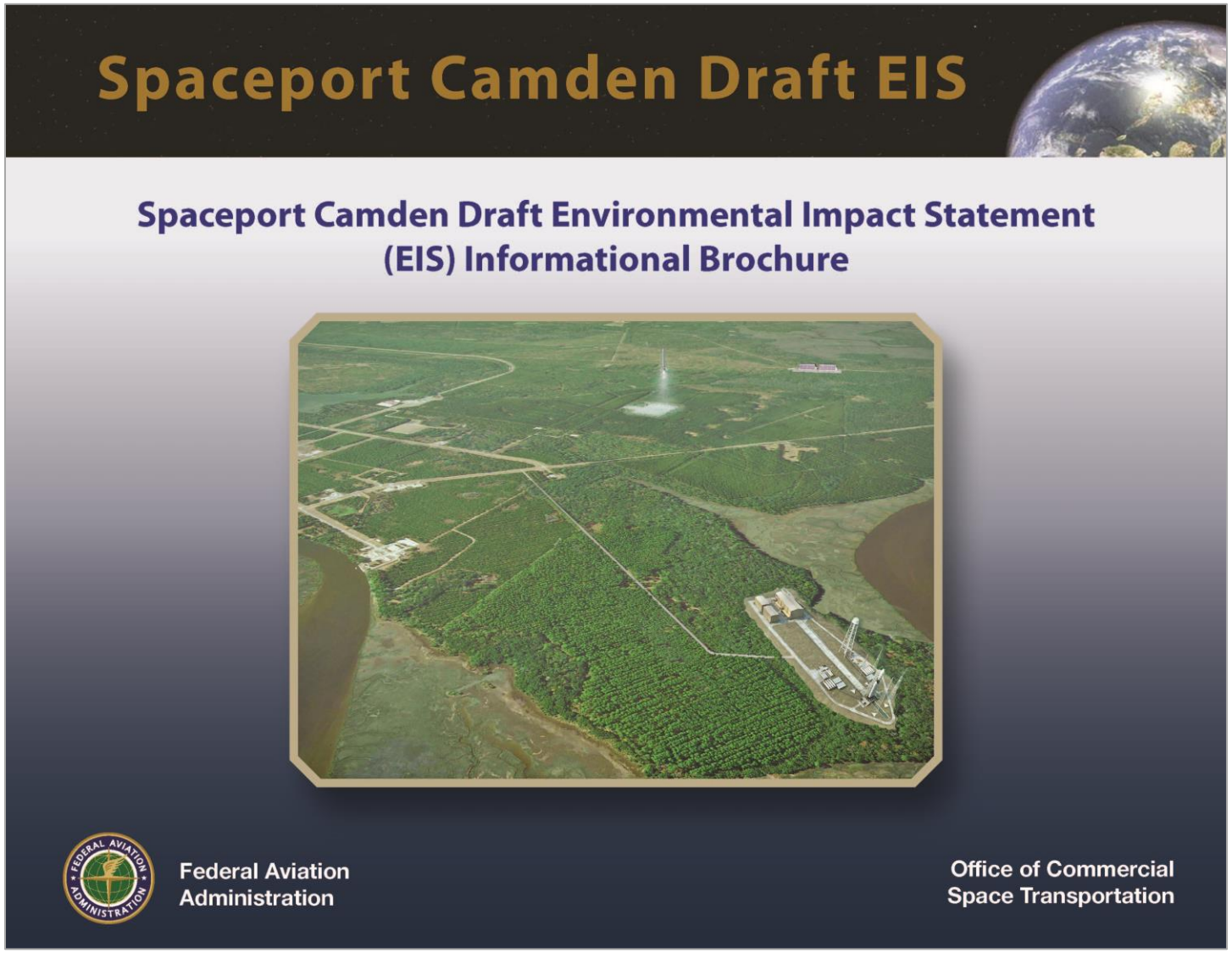
# APPENDIX E
# PUBLIC HEARING MATERIALS

## E.1 Welcome Poster

## E.2 Handout/Brochure



# National Environmental Policy Act

## What is a Public Hearing?

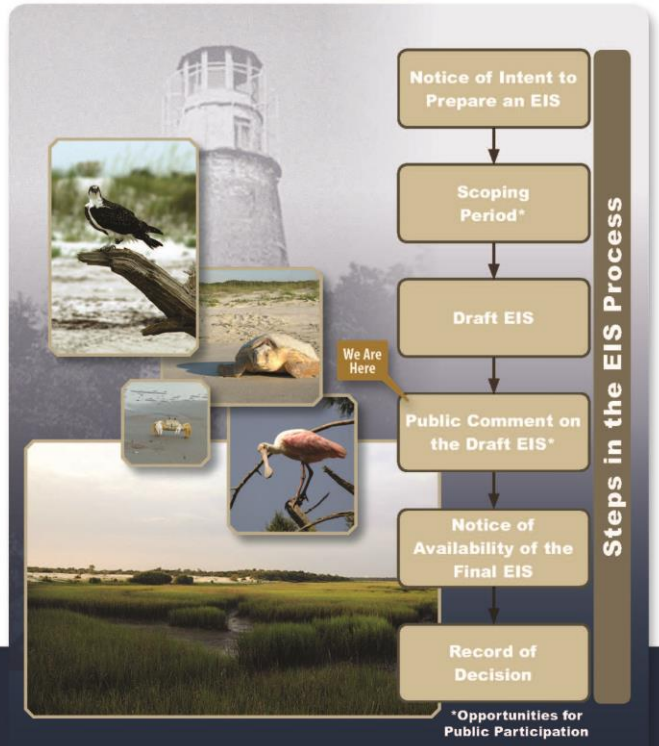
The purpose of tonight's hearing is to receive public comments on the Draft Environmental Impact Statement (EIS). The Federal Aviation Administration (FAA) issued a Notice of Availability of the Draft EIS on March 16, 2018. The Notice of Availability initiated the public comment period and announced the public hearings. The hearings are part of the ongoing public involvement process associated with the National Environmental Policy Act (NEPA).

## What is NEPA?

NEPA is our national charter for making informed decisions while considering environmental impacts. NEPA requires all federal agencies making a proposal that may significantly impact the environment to develop an EIS and consider:

- A range of reasonable alternatives.
- Potential environmental or human health consequences.
- Public and government agency input.

FAA Order 1050.1F, Environmental Impacts: Policies and Procedures contains the FAA's NEPA implementing requirements. These requirements apply to actions directly undertaken by the FAA and to actions undertaken by non-Federal entities (such as commercial launch site operators and commercial launch operators) that are licensed by the FAA.




## The public hearing has the following agenda:

**5:30pm-6:30pm** : Open House / Poster Session

**6:30pm-6:50pm** : FAA Presentation

**7:00pm-8:30pm** : Formal Public Comment Period

# Proposed Action and Alternatives Overview

## What is the Proposed Action?

- The Camden County Board of Commissioners (Camden County) proposes to develop and operate a commercial space launch site called Spaceport Camden.
- Under the Proposed Action, the Federal Aviation Administration (FAA) would issue a Launch Site Operator License to Camden County to operate Spaceport Camden.
- Camden County proposes to construct a vertical launch facility that would include construction of a vertical launch facility, a landing zone, and operational support facilities.
- Camden County proposes to offer the site for up to 12 annual launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. Camden County proposes landing the first stage of some vehicles at the site or on a barge approximately 200 to 300 miles off shore in the Atlantic Ocean.
- All future vehicle operators would be required to apply to the FAA for a license prior to conducting launch operations.
- Future proposed activities that are outside the scope of this Environmental Impact Statement, including the issuance of launch licenses, would require additional environmental analysis under the National Environmental Policy Act (NEPA).

## Where?

The proposed Spaceport Camden property is located in Camden County approximately 11.5 miles due east of Woodbine, Georgia. Spaceport Camden would consist of 4,000 acres within an 11,800-acre industrial site. Camden County currently has an option to purchase these 4,000 acres from the property owners, the Union Carbide Corporation. Camden County is also considering purchasing (but does not have an option to purchase) the additional 7,800 acres of property within the industrial site currently owned by Bayer CropScience. If Camden County purchases both properties, the County would own the entire 11,800 acres of the industrial site.

## When?

Camden County proposes to construct the vertical launch facility, landing zone, and operational support facilities after the environmental review process is complete and all necessary permits have been obtained.

Construction is expected to last approximately 15 months. Once the site is constructed, launch operators could launch from the site after they have applied for and been issued the appropriate FAA launch license. The Launch Site Operator License remains in effect for five years from the date of issuance and can be renewed by the licensee.

## What is the No Action Alternative?

Under the No Action Alternative, the FAA would not issue a Launch Site Operator License and Spaceport Camden would not be built.

## What is the Ocean-Landing Only Alternative?

Under this alternative, all construction and operational activities would remain the same as the Proposed Action except the landing zone facility would not be constructed, and all landings would take place on a barge located in the Atlantic Ocean approximately 200-300 miles from shore.

***The No Action Alternative was analyzed as the baseline for the Environmental Impact Statement as required by NEPA.***

Proposed Action–Spaceport Camden Facilities
Proposed Locations and Structures
Landing Zone
Vertical Launch Facility
LAUNCH CONTROL CENTER COMPLEX
VERTICAL LAUNCH FACILITY
EXISTING DOCK WITH DEEP WATER ACCESS
LANDING ZONE
MAIN GATE
ALTERNATE CONTROL CENTER & VISITOR CENTER
Launch Control Center Complex
Alternate Control Center & Visitor Center
All Spaceport Camden facilities would be built on land owned or leased by Camden County

# National Environmental Policy Act Environmental Impact Categories

The following resource areas were considered in assessing the potential environmental effects of the Proposed Action and Alternatives:

- Air quality
- Airspace*
- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archaeological, and cultural resources
- Health and Safety*
- Land use
- Natural resources and energy supply
- Noise and compatible land use
- Socioeconomics, environmental justice, and children's environmental health and safety risks
- Transportation*
- Visual effects (including light emissions)
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

*Categories not required to be addressed by FAA Order 1050.1F

# Potential Environmental Impacts from Proposed Action for Select Environmental Impact Categories

*Please refer to the Draft Environmental Impact Statement (EIS) for the full review of potential environmental impacts from the Proposed Action. The following pages contain a summary of select potential environmental impacts and required consultations with appropriate agencies.*

## Visual Effects

Visual effects analysis considers the extent to which a proposed action or alternative(s) would either: (1) contrast with, or detract from, or change the visual resources and/or the visual character of the existing environment; or (2) produce light emissions that create annoyance or interfere with other (non-project) activities.

Mitigations that would serve to minimize the potential for visual effects impacts are identified in Chapter 6 of the Draft EIS.

### Visual Effects

- The launch site would have little effect on visual resources in the areas surrounding the proposed Spaceport Camden.
- The launch site would mostly be screened by existing vegetation and not visible from most offsite locations.
- The tallest elements of the construction at the Vertical Launch Facility are 250 feet high and would rise above surrounding forest and vegetation.
- Launches would be highly visible from most residences in the vicinity of the Vertical Launch Facility; however, these would occur sporadically, and would not impair the landscape.

### Lighting

- Vertical Launch Facility elements would have hazard lighting and markings and could be highly annoying to some residents in closer proximity to the site.
- Lighting at the launch pad during a launch event would be highly noticeable at nighttime for about one or possibly two nights each month on average.
- The lighting would be highly noticeable from nearby locations and could cause glare depending on the exact position of the viewer, conflicting with activities such as driving and aviation.

*Please refer to the Draft EIS for the full review of potential environmental impacts from the Proposed Action.*

# Potential Environmental Impacts from Proposed Action for Select Environmental Impact Categories

## Noise

Noise impacts are analyzed to determine increases in noise in the area associated with proposed launch site construction and operation; the potential for people exposed to elevated noise levels during launch, landing, and static fire events to become annoyed by the noise; and whether there would be a risk of damage to structures due to noise.

Mitigations that would serve to minimize the potential for noise impacts are identified in Chapter 6 of the Draft Environmental Impact Statement (EIS).

- Construction noise could be audible during certain phases of construction (e.g., pile driving); however, this noise would be temporary and would be limited to normal working hours.
- The proposed construction activities would not be expected to result in significant community noise impacts.
- Loudspeakers would be used in an emergency or for clearing the launch site prior to a launch; however, noise at the closest residence would not exceed 55 decibels (dB) $L_{A,max}$ (maximum A-weighted noise level during a single noise event) and noise at the closest portion of Cumberland Island National Seashore would not exceed 52 dB $L_{A,max}$ which would not result in significant community noise impacts.
- At the closest residence, noise levels would exceed 66 dBA (A-weighted decibels), the level at which speech interference becomes likely, for 83 seconds during launches, 23 seconds during landings, and for 7 seconds during static tests. At the Settlement, noise levels during launch, landing, and static fire events would exceed 66 dBA for 132, 28, and 7 seconds, respectively.
- Launches would not be expected to produce sonic booms that impact land. The rocket's first stage, if landed at Spaceport Camden, could produce sonic booms with overpressures of 1 to 2 pounds per square foot, sounding similar to a clap of thunder, across inhabited portions of Jekyll and Cumberland Islands.
- There would be a very low risk of damage to structures due to noise.

## Land Use

Land Use analyzes whether the construction and operation of the proposed launch site creates impacts that are incompatible with existing and/or future planned uses in the study area or are inconsistent with approved State and/or local land use plan(s) or law(s).

Mitigations that would serve to minimize the potential for land use impacts are identified in Chapter 6 of the Draft EIS.

- Closure of some areas for safety during launches and landings would be required and the determination of hazards would be the responsibility of the launch operator. However, the specific impacts and closure areas will be analyzed in future environmental analyses, once a launch operator proposes a specific mission.
- Adverse impacts on recreational use within the operational area would be short-term and temporary during launch operations.
- The Federal Aviation Administration has initiated consultation with the National Park Service and relevant officials with jurisdiction over Section 4(f) properties, as directed by the Department of Transportation Act.

# Potential Environmental Impacts from Proposed Action for Select Environmental Impact Categories

## Biological Resources

Biological resources comprise the plant and animal species, habitats, and ecological relationships of the land, water, and Atlantic coastal areas within the construction and operational areas.

The Draft Environmental Impact Statement (EIS) analysis considers direct and indirect impacts of construction and operations to animals and plants/vegetation.

Mitigations that would minimize the potential for direct and indirect impacts from construction and operation activities are identified in Chapter 6 of the Draft EIS.

The Federal Aviation Administration (FAA) is currently in consultation with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) to fulfill requirements under Section 7 of the Endangered Species Act. The final results of the consultation will be included in the Final EIS.

The FAA has determined that the Proposed Action and alternatives would either have "no effect" or "may affect but is not likely to adversely affect" sensitive species depending on the particular species and scope of associated activity; the FAA is seeking concurrence on these determinations with the USFWS and NMFS.

### Construction

- There would be approximately 122 acres of ground disturbance associated with construction which could increase the potential for erosion/sedimentation and invasive nonnative species; however, this would not be expected to result in significant impacts.
- Wildlife species could be affected due to habitat alteration and loss, disturbance or displacement resulting from human activities and noise, and direct physical impacts.

### Operation

The potential impacts from operational activities include increased vehicular traffic, increased human presence, increased impervious surface, use of the dock during operations, and associated noise, lights, chemical materials, and debris from launch/landing activities. These activities may result in injury, mortality, alterations to reproductive success, startle responses, and water quality alterations.

Proposed operational activities would not result in significant impacts to critical habitat, special status terrestrial plants and animals, or marine/estuarine animal species.

# Federal Aviation Administration Licensing

## Federal Aviation Administration (FAA) Licenses, Regulations, and Approvals

- The FAA statutory requirements for licenses are described in 14 Code of Federal Regulations, Chapter III, Parts 400-450.
- Camden County is applying for a Launch Site Operator License. A commercial launch vehicle operator must apply for a launch license to operate a vehicle from the site.
- The FAA conducts a review of the license application including a policy review, payload review, financial determination, environmental review and safety review.
- Successful completion of the environmental review does not guarantee that the FAA would issue a Launch Site Operator License to Camden County or launch licenses to any launch operator.

## FAA Licensing Review

- Policy Review - Determines whether a proposed launch would jeopardize U.S. National Security, international obligations or foreign policy interests.
- Payload Review - Determines if a license applicant or payload owner or operator has obtained all required licenses, authorizations, and permits. Does not apply to payloads under the jurisdiction of any other government agency.
- Financial Responsibility Determination - Proof of financial responsibility is required. This is usually fulfilled by purchase of liability insurance.
- Environmental Review - Proposal must be reviewed under the National Environmental Policy Act. Upon completion, this Environmental Impact Statement (EIS) process will fulfill the environmental review portion of the license application (after the FAA publishes the Final EIS and Record of Decision).
- Safety Review - Determines if an applicant can safely conduct the launch of the proposed launch vehicle(s) and payload(s).

*Applicable to a launch license

# Public Involvement

## Ways to Provide Your Comments

- Sign up and speak at this meeting.
- Provide written comments at this meeting.
- Speak to the stenographer during the poster session.
- Submit comments electronically to *FAACamdenSpaceportEIS@Leidos.com*.
- Mail your comments to:

  Ms. Stacey M. Zee, FAA Environmental Specialist
  Spaceport Camden EIS, c/o Leidos
  2109 Air Park Road SE, Suite 200
  Albuquerque, NM 87106

***Comments are due no later than June 14, 2018.***

## Keys to Making Effective Comments

- Be specific. State particular reasons for your concerns instead of making broad statements.
- Focus your comments on particular issues or resources and provide details.
- Describe how your issue of concern relates to the Draft Environmental Impact Statement (EIS).
- Make a separate comment for each issue.
- Let us know what environmental and community factors you consider important for analysis in the Final EIS.

## Your Input is Important

- Please ask questions. Federal Aviation Administration (FAA) representatives are here to listen and to talk to you.
- Please provide comments. This will help us understand your concerns.

## How Will Your Comments be Used?

- In preparing the Final EIS, the FAA will take into consideration all comments received on the Draft EIS.
- All comments will be given equal consideration.
- In the Final EIS, the FAA will respond to the substantive comments received on the Draft EIS.

## Participate in the Future

- Please add your name to the mailing list to receive future notices.
- Check the project website (*http:// www. faa.gov/about/office_org/ headquarters_ offices/ast/environmental/nepa_docs/ review/documents_ progress/camden_ spaceport/*) and newspapers for new information.
- Review the Final EIS.

## Privacy

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

**Your input throughout the EIS process is important.**

## E.3 Display Boards/Posters

### E.3.1 National Environmental Policy Act

# National Environmental Policy Act

### What is a Public Hearing?

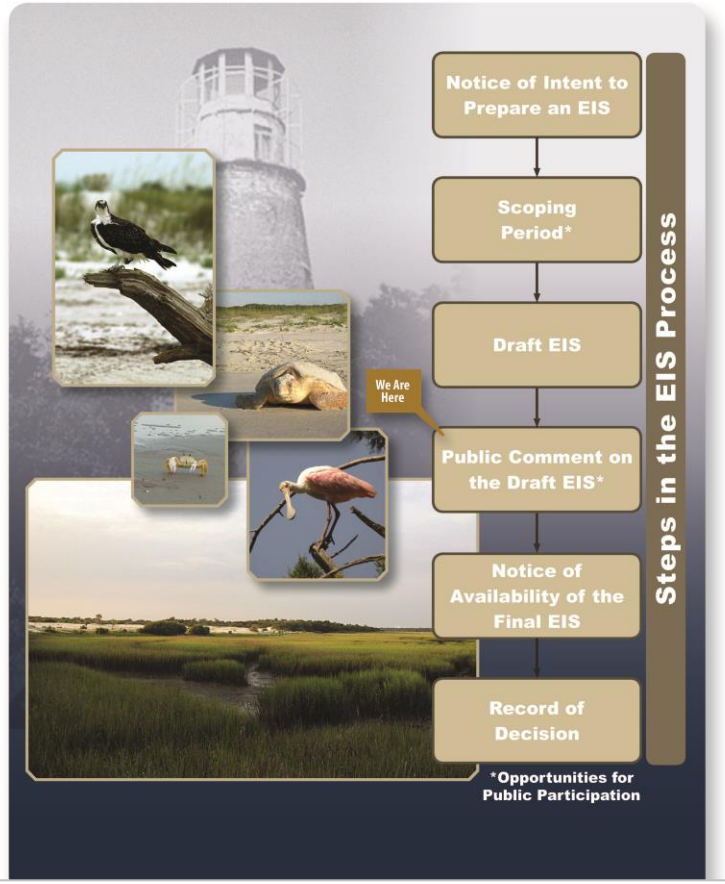
The purpose of tonight's hearing is to receive public comments on the Draft Environmental Impact Statement (EIS). The Federal Aviation Administration (FAA) issued a Notice of Availability of the Draft EIS on March 16, 2018. The Notice of Availability initiated the public comment period and announced the public hearings. The hearings are part of the ongoing public involvement process associated with the National Environmental Policy Act (NEPA).

### What is NEPA?

NEPA is our national charter for making informed decisions while considering environmental impacts. NEPA requires all federal agencies making a proposal that may significantly impact the environment to develop an EIS and consider:

- A range of reasonable alternatives.
- Potential environmental or human health consequences.
- Public and government agency input.

FAA Order 1050.1F, Environmental Impacts: Policies and Procedures contains the FAA's NEPA implementing requirements. These requirements apply to actions directly undertaken by the FAA and to actions undertaken by non-Federal entities (such as commercial launch site operators and commercial launch operators) that are licensed by the FAA.



## E.3.2 Proposed Action and Alternatives Overview

# Proposed Action and Alternatives Overview

### What is the Proposed Action?

- The Camden County Board of Commissioners (Camden County) proposes to develop and operate a commercial space launch site called Spaceport Camden.
- Under the Proposed Action, the Federal Aviation Administration (FAA) would issue a Launch Site Operator License to Camden County to operate Spaceport Camden.
- Camden County proposes to construct a vertical launch facility that would include construction of a vertical launch facility, a landing zone, and operational support facilities.
- Camden County proposes to offer the site for up to 12 annual launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. Camden County proposes landing the first stage of some vehicles at the site or on a barge approximately 200 to 300 miles off shore in the Atlantic Ocean.
- All future vehicle operators would be required to apply to the FAA for a license prior to conducting launch operations.
- Future proposed activities that are outside the scope of this Environmental Impact Statement, including the issuance of launch licenses, would require additional environmental analysis under the National Environmental Policy Act (NEPA).

### Where?

The proposed Spaceport Camden property is located in Camden County approximately 11.5 miles due east of Woodbine, Georgia. Spaceport Camden would consist of 4,000 acres within an 11,800-acre industrial site. Camden County currently has an option to purchase these 4,000 acres from the property owners, the Union Carbide Corporation. Camden County is also considering purchasing (but does not have an option to purchase) the additional 7,800 acres of property within the industrial site currently owned by Bayer CropScience. If Camden County purchases both properties, the County would own the entire 11,800 acres of the industrial site.

### When?

Camden County proposes to construct the vertical launch facility, landing zone, and operational support facilities after the environmental review process is complete and all necessary permits have been obtained.

Construction is expected to last approximately 15 months. Once the site is constructed, launch operators could launch from the site after they have applied for and been issued the appropriate FAA launch license. The Launch Site Operator License remains in effect for five years from the date of issuance and can be renewed by the licensee.

### What is the No Action Alternative?

Under the No Action Alternative, the FAA would not issue a Launch Site Operator License and Spaceport Camden would not be built.

### What is the Ocean-Landing Only Alternative?

Under this alternative, all construction and operational activities would remain the same as the Proposed Action except the landing zone facility would not be constructed, and all landings would take place on a barge located in the Atlantic Ocean approximately 200-300 miles from shore.

*The No Action Alternative was analyzed as the baseline for the Environmental Impact Statement as required by NEPA.*

## E.3.3 Proposed Action − Spaceport Camden Facilities

## E.3.4 Potential Visual Effects from the Proposed Action

# Potential Visual Effects from the Proposed Action

### Visual Effects

Visual effects analysis considers the extent to which a proposed action or alternative(s) would either: (1) contrast with, or detract from, or change the visual resources and/or the visual character of the existing environment; or (2) produce light emissions that create annoyance or interfere with other (non-project) activities.

Mitigations that would serve to minimize the potential for visual effects impacts are identified in Chapter 6 of the Draft Environmental Impact Statement (EIS).

### Visual Effects

- The launch site would have little effect on visual resources in the areas surrounding the proposed Spaceport Camden.
- The launch site would mostly be screened by existing vegetation and not visible from most offsite locations.
- The tallest elements of the construction at the Vertical Launch Facility are 250 feet high and would rise above surrounding forest and vegetation.
- Launches would be highly visible from most residences in the vicinity of the Vertical Launch Facility; however, these would occur sporadically, and would not impair the landscape.

### Lighting

- Vertical Launch Facility elements would have hazard lighting and markings and could be highly annoying to some residents in closer proximity to the site.
- Lighting at the launch pad during a launch event would be highly noticeable at nighttime for about one or possibly two nights each month on average.
- The lighting would be highly noticeable from nearby locations and could cause glare depending on the exact position of the viewer, conflicting with activities such as driving and aviation.

*Please refer to the Draft EIS for the full review of potential environmental impacts from the Proposed Action.*

## E.3.5 Potential Noise Impacts from the Proposed Action

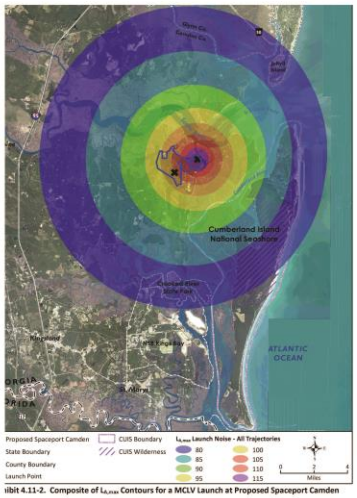
# Potential Noise Impacts from the Proposed Action

### Noise

Noise impacts are analyzed to determine increases in noise in the area associated with proposed launch site construction and operation; the potential for people exposed to elevated noise levels during launch, landing, and static fire events to become annoyed by the noise; and whether there would be a risk of damage to structures due to noise.

Mitigations that would serve to minimize the potential for noise impacts are identified in Chapter 6 of the Draft Environmental Impact Statement (EIS).

- Construction noise could be audible during certain phases of construction (e.g., pile driving); however, this noise would be temporary and would be limited to normal working hours.
- The proposed construction activities would not be expected to result in significant community noise impacts.
- Loudspeakers would be used in an emergency or for clearing the launch site prior to a launch; however, noise at the closest residence would not exceed 55 decibels (dB) $L_{A,max}$ (maximum A-weighted noise level during a single noise event) and noise at the closest portion of Cumberland Island National Seashore would not exceed 52 dB $L_{A,max}$ which would not result in significant community noise impacts.
- At the closest residence, noise levels would exceed 66 dBA (A-weighted decibels), the level at which speech interference becomes likely, for 83 seconds during launches, 23 seconds during landings, and for 7 seconds during static tests. At the Settlement, noise levels during launch, landing, and static fire events would exceed 66 dBA for 132, 28, and 7 seconds, respectively.
- Launches would not be expected to produce sonic booms that impact land. The rocket's first stage, if landed at Spaceport Camden, could produce sonic booms with overpressures of 1 to 2 pounds per square foot, sounding similar to a clap of thunder, across inhabited portions of Jekyll and Cumberland Islands.
- There would be a very low risk of damage to structures due to noise.




ibit 4.11-2. Composite of $L_{A,max}$ Contours for a MCLV Launch at Proposed Spaceport Camden

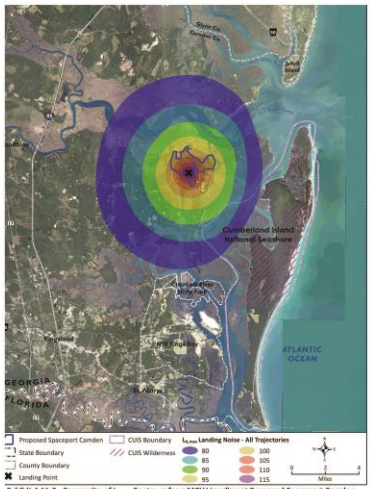



Exhibit 4.11-3. Composite of $L_{A,max}$ Contours for a MCLV Landing at Proposed Spaceport Camden

*Please refer to the Draft EIS for the full review of potential environmental impacts from the Proposed Action.*

## E.3.6 Potential Land Use Impacts from the Proposed Action

# Potential Land Use Impacts from the Proposed Action

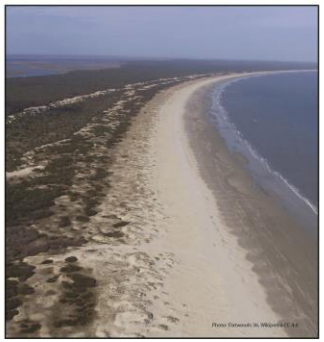
### Land Use

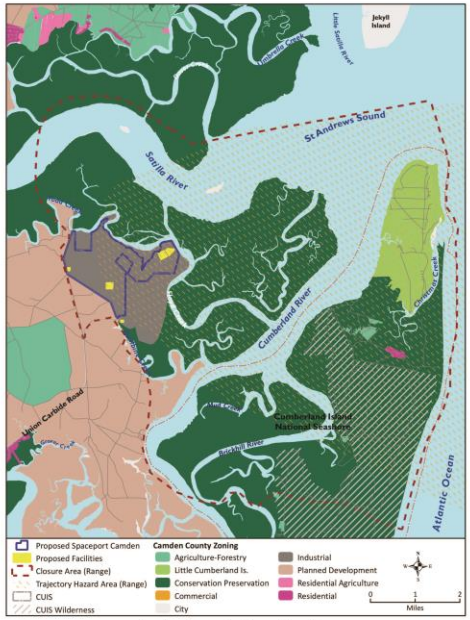
Land Use analyzes whether the construction and operation of the proposed launch site creates impacts that are incompatible with existing and/or future planned uses in the study area or are inconsistent with approved State and/or local land use plan(s) or law(s).

Mitigations that would serve to minimize the potential for land use impacts are identified in Chapter 6 of the Draft Environmental Impact Statement (EIS).

- Closure of some areas for safety during launches and landings would be required and the determination of hazards would be the responsibility of the launch operator. However, the specific impacts and closure areas will be analyzed in future environmental analyses, once a launch operator proposes a specific mission.
- Adverse impacts on recreational use within the operational area would be short-term and temporary during launch operations.
- The Federal Aviation Administration has initiated consultation with the National Park Service and relevant officials with jurisdiction over Section 4(f) properties, as directed by the Department of Transportation Act.

Existing footprints of former industrial buildings on Bayer CropScience site






Camden County Zoning and Land Use

*Please refer to the Draft EIS for the full review of potential environmental impacts from the Proposed Action.*

## E.3.7 Potential Biological Resources Impacts from the Proposed Action

# Potential Biological Resources Impacts from the Proposed Action

### Biological Resources

Biological resources comprise the plant and animal species, habitats, and ecological relationships of the land, water, and Atlantic coastal areas within the construction and operational areas.

The Draft Environmental Impact Statement (EIS) analysis considers direct and indirect impacts of construction and operations to animals and plants/vegetation.

Mitigations that would minimize the potential for direct and indirect impacts from construction and operation activities are identified in Chapter 6 of the Draft EIS.

The Federal Aviation Administration (FAA) is currently in consultation with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) to fulfill requirements under Section 7 of the Endangered Species Act. The final results of the consultation will be included in the Final EIS.

The FAA has determined that the Proposed Action and alternatives would either have "no effect" or "may affect but is not likely to adversely affect" sensitive species depending on the particular species and scope of associated activity; the FAA is seeking concurrence on these determinations with the USFWS and NMFS.

### Construction

- There would be approximately 122 acres of ground disturbance associated with construction which could increase the potential for erosion/sedimentation and invasive nonnative species; however, this would not be expected to result in significant impacts.
- Wildlife species could be affected due to habitat alteration and loss, disturbance or displacement resulting from human activities and noise, and direct physical impacts.

### Operation

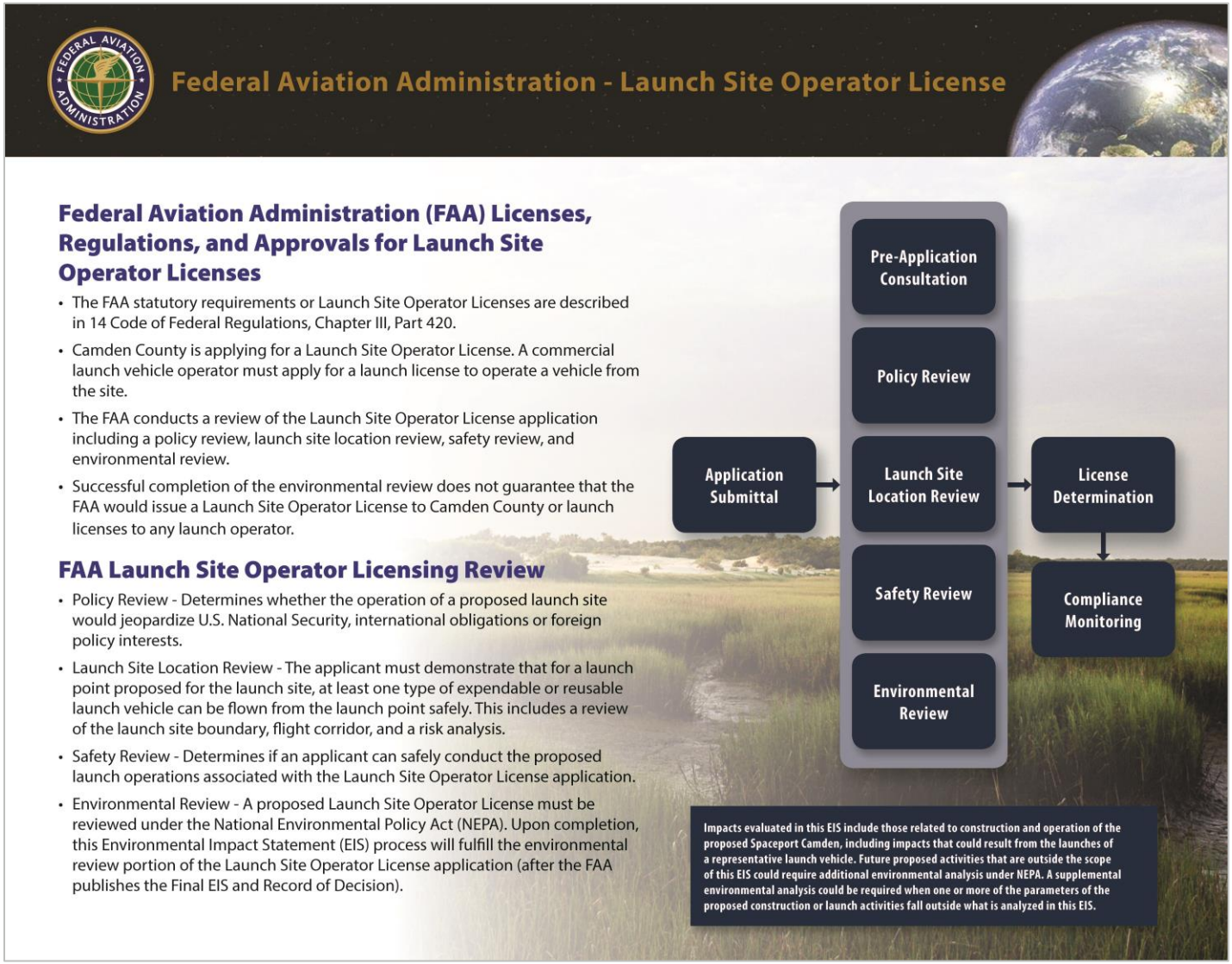
The potential impacts from operational activities include increased vehicular traffic, increased human presence, increased impervious surface, use of the dock during operations, and associated noise, lights, chemical materials, and debris from launch/landing activities. These activities may result in injury, mortality, alterations to reproductive success, startle responses, and water quality alterations.

Proposed operational activities would not result in significant impacts to critical habitat, special status terrestrial plants and animals, or marine/estuarine animal species.

*Please refer to the Draft EIS for the full review of potential environmental impacts from the Proposed Action.*

## E.3.8 Federal Aviation Administration - Launch License

## E.3.9 Federal Aviation Administration - Launch Site Operator License



## E.4 Public Hearing Signage

Spaceport Camden
Environmental Impact Statement
Place
Comments
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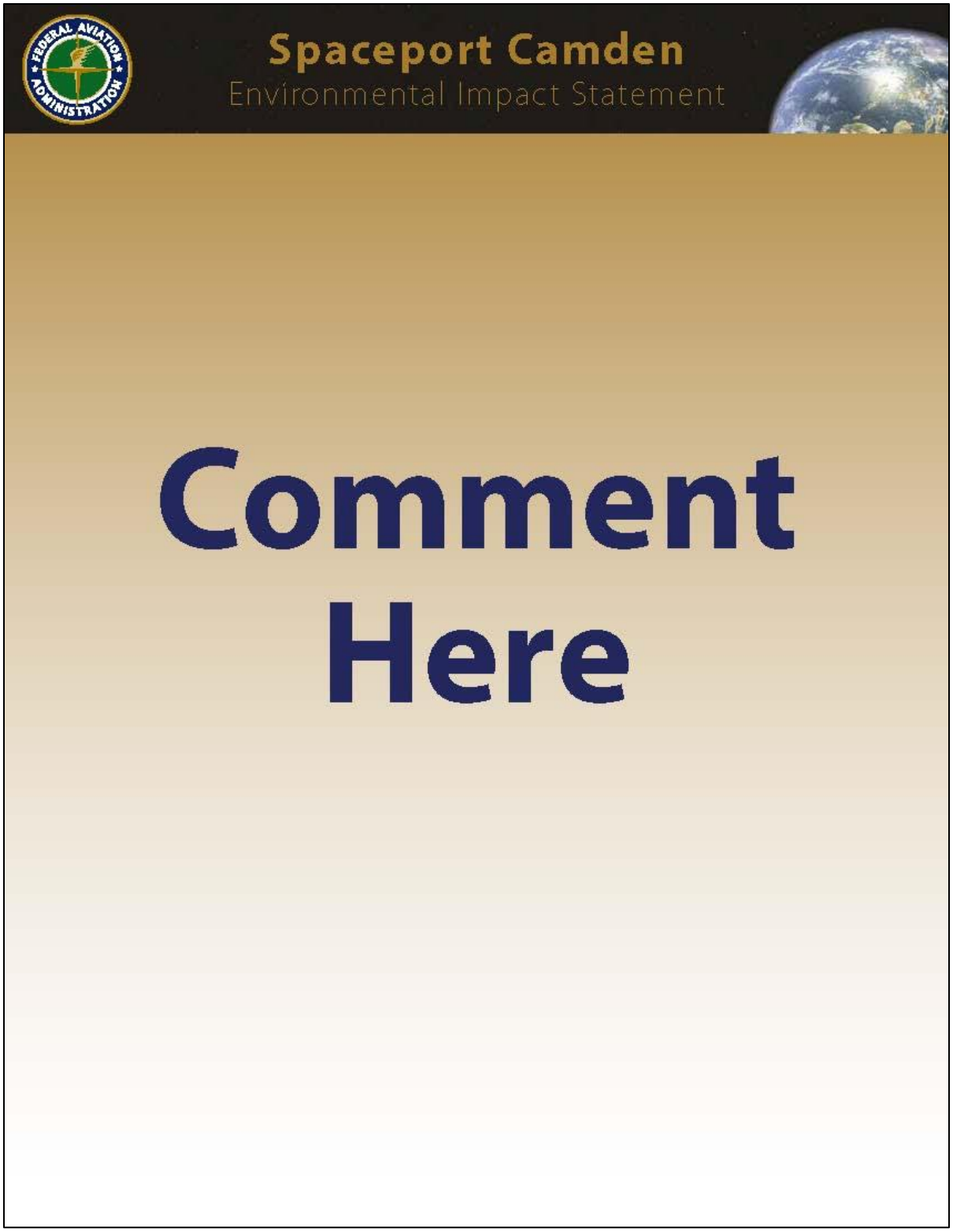
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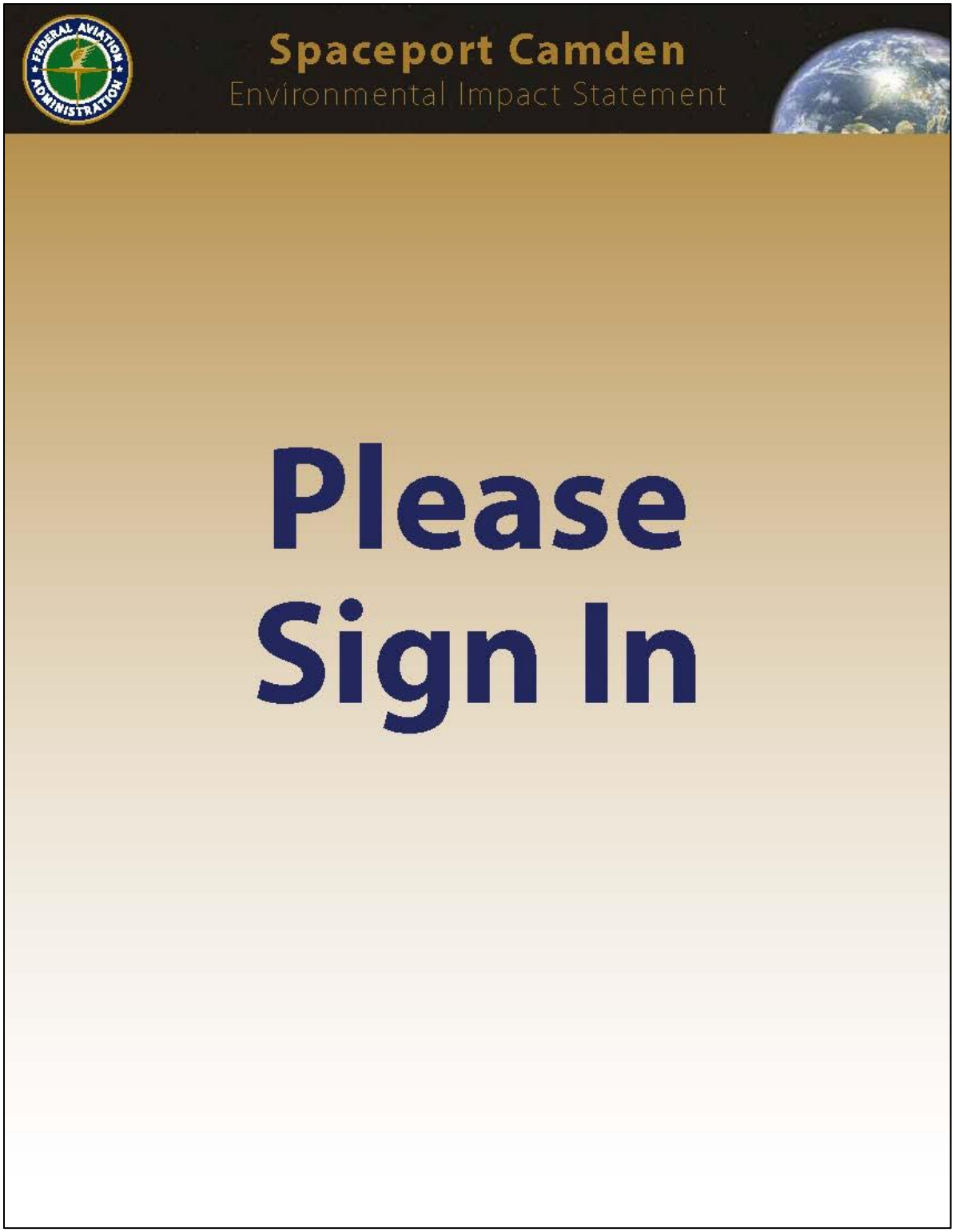
Environmental Impact Statement
Comment
Here


Spaceport Camden
Environmental Impact Statement
Please
Sign In

Spaceport Camden
Environmental Impact Statement
Registration

**Spaceport Camden**
Environmental Impact Statement

# DISCLOSURE STATEMENT REQUIRED BY THE PRIVACY ACT OF 1974

1. Authority: 23 U.S.C. paragraphs 557a, 557b, 595, 709a.
2. Principle Purpose: Your name, address and comments, if provided during this process may be:
   - Used to compile mailing lists for sending project reports, brochures, and other information concerning the NEPA process.
   - Forwarded to Federal, state and local agencies and elected officials.
   - Used to compile mailing lists for other projects in which the person supplying the information might have an interest.
   - Compiled in a Record of Public Meeting and made available to the public.
   - Published in project reports and made available to interested individuals and groups.
   - Nonetheless, we will not publish private address information in the Final Environmental Impact Statement.

Spaceport Camden
Environmental Impact Statement
Spaceport
Meeting

Spaceport Camden
Environmental Impact Statement
Spaceport
Meeting

Spaceport Camden
Environmental Impact Statement
Spaceport
Meeting

## E.5 Public Hearing Presentation

# Spaceport Camden Draft Environmental Impact Statement (EIS)

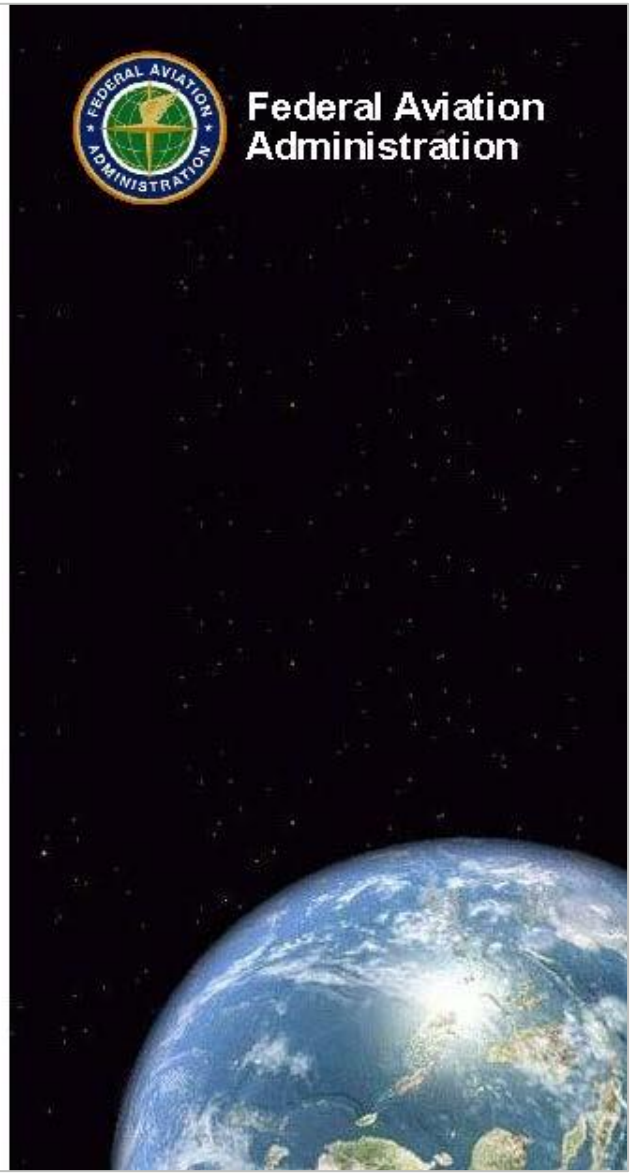
**Camden County, Georgia**

## Public Hearing & Comment Session

By: **Pam Underwood** and **Stacey Zee**
Federal Aviation Administration
Office of Commercial Space Transportation

Date: April 11 & 12, 2018

Federal Aviation Administration



# Why Are We Here?

- The Camden County Board of Commissioners (Camden County) proposes to develop and operate a commercial space launch site called Spaceport Camden
- Camden County's goal is to provide a launch site other than Federal installations for launch operators to conduct launches
- The Federal Aviation Administration (FAA) licenses and regulates U.S. commercial space launch and reentry activity, as well as the operation of commercial launch and reentry sites

- Camden County must apply for a Launch Site Operator License from the FAA and all future launch vehicle operators would be required to apply for a license prior to conducting launch operations

Spaceport Camden EIS
April, 2018

Federal Aviation Administration

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# FAA's Licensing Authority

- FAA issues licenses for
  - Launch (orbital and suborbital)
  - Reentry (purposeful)
  - Operation of a launch site
  - Operation of a reentry site

- FAA issues experimental permits for developmental reusable suborbital rockets

*FAA only licenses commercial launch activities*

Spaceport Camden EIS
April, 2018

Federal Aviation Administration

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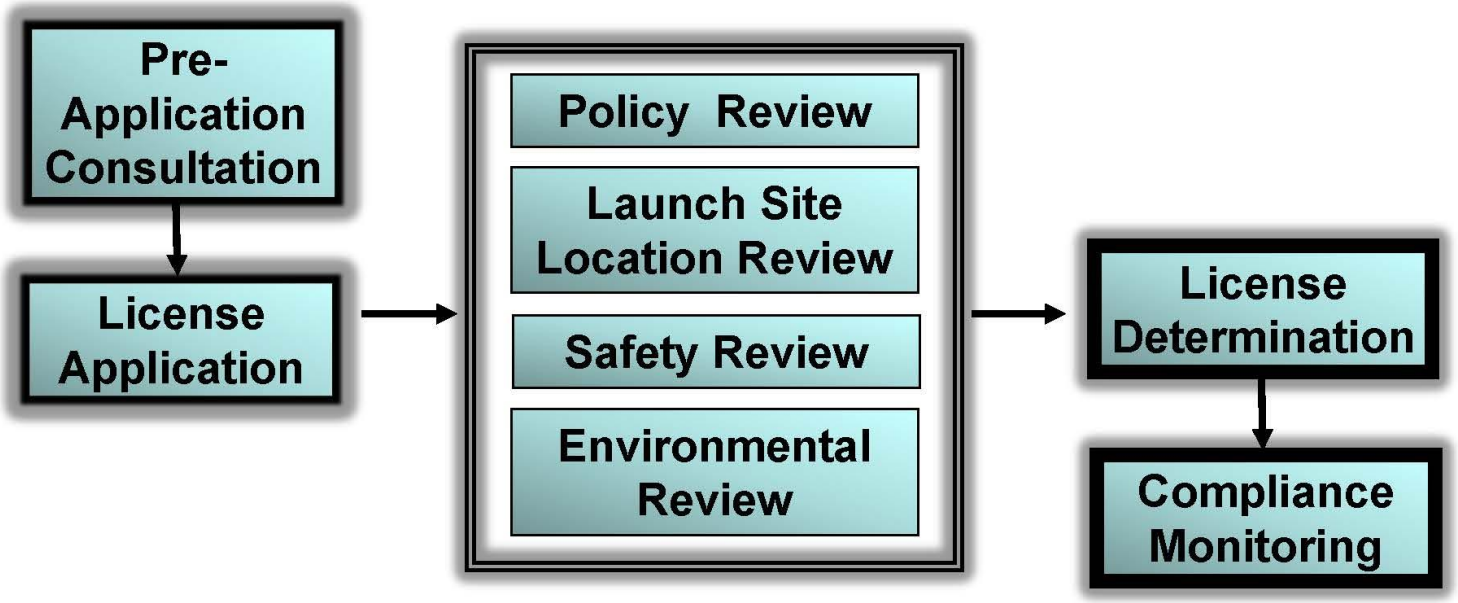
# How Does the Launch Site Operator Licensing Process Work?




Spaceport Camden EIS
April, 2018

Federal Aviation Administration

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# What is the Proposed Action?

- FAA would issue a Launch Site Operator License to Camden County to offer Spaceport Camden to commercial launch operators
- Spaceport Camden would be located approximately 11.5 miles due east of Woodbine
- Spaceport Camden would accommodate
  - Up to 12 annual launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles
  - The first stage of some vehicles could be landed at the site or on a barge approximately 200 to 300 miles off shore in the Atlantic Ocean
  - Up to 12 static fire engine tests and up to 12 wet dress rehearsals per year

Spaceport Camden EIS
April, 2018

Federal Aviation Administration

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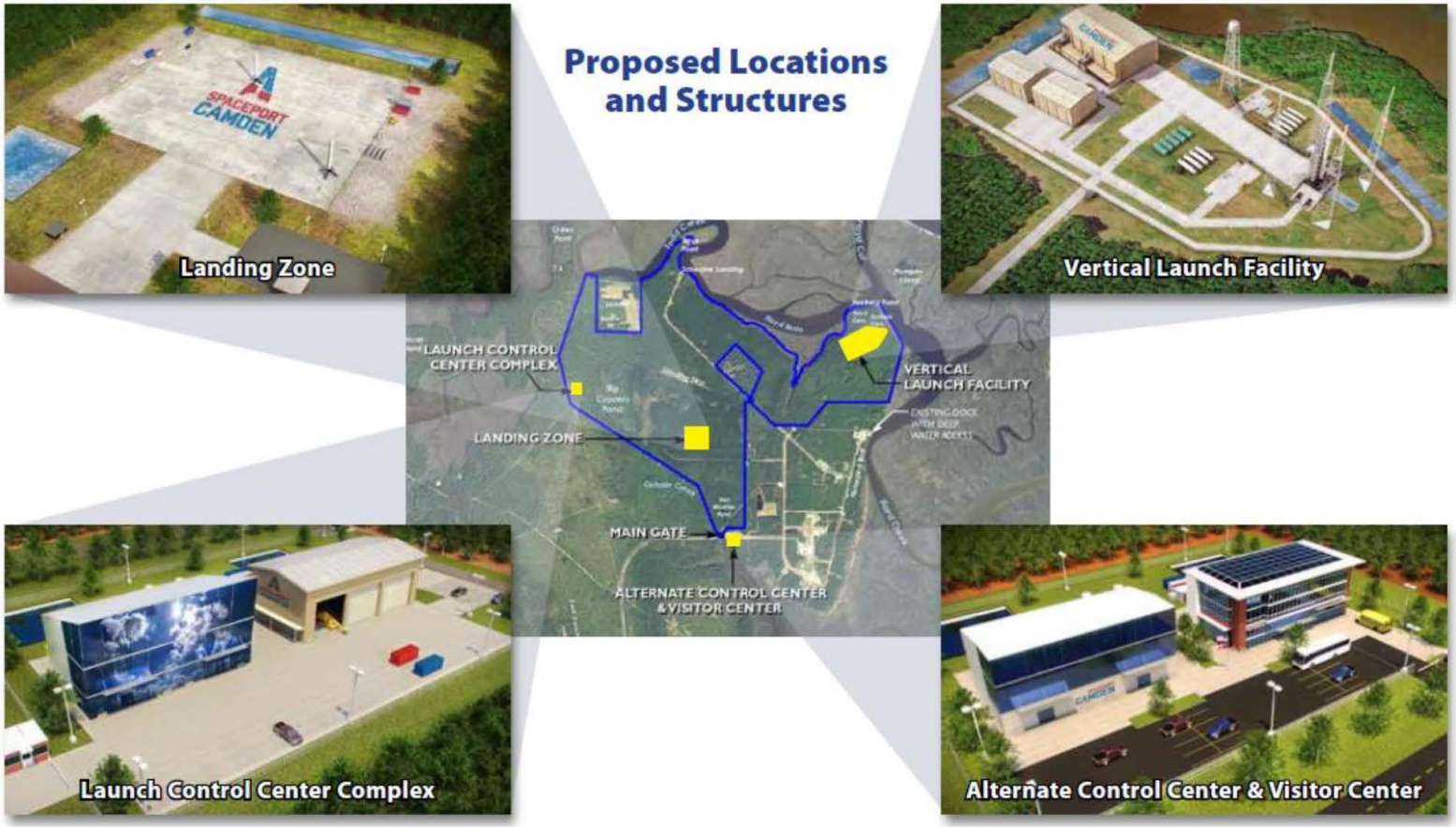
# What Facilities are Proposed?

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# What are the Alternatives?

- **Proposed Action** – FAA would issue a Launch Site Operator License to Camden County for land-based launches and landings
- **Ocean-Landing Only Alternative** – FAA would issue a Launch Site Operator License to Camden County for land-based launches and ocean-based landings only
- **No Action Alternative** – FAA would not issue a Launch Site Operator License to Camden County
- **Preferred Alternative** – the Proposed Action is the Preferred Alternative
- **Environmentally Preferred Alternative** – the Ocean-Landing Only Alternative is the Environmentally Preferred Alternative

Spaceport Camden EIS
April, 2018

Federal Aviation Administration

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# What was Analyzed in the EIS?

- Air quality
- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archeological, and cultural resources
- Land use
- Natural resources and energy supply
- Noise and compatible land use
- Socioeconomics, environmental justice, and children's environmental health and safety risks
- Visual effects (including light emissions)
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

Spaceport Camden EIS
March, 2018

Federal Aviation Administration

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# What are the FAA's Next Steps?

- Comment period closes on June 14, 2018
- Complete coordination and consultations with agencies
- Develop and release Final EIS
  - Address comments on the Draft EIS
- 30-day waiting period
- Issue Record of Decision

Spaceport Camden EIS
April, 2018

Federal Aviation Administration

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# Administrative Points

- Sign up at the registration table to
  - present oral comments/statements
  - request notification when the Final EIS is released
- Provide written comments by
  - Submitting tonight at the comment table
  - Mailing comments to:
    Ms. Stacey M. Zee, FAA Environmental Specialist
    Spaceport Camden County EIS
    c/o Leidos
    2109 Air Park Road SE, Suite 200
    Albuquerque, NM 87106
  - Emailing comments to FAACamdenSpaceportEIS@Leidos.com

*All comments must be received by June 14, 2018*

Spaceport Camden EIS
April, 2018

Federal Aviation Administration

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# Thank You for Your Participation

The Draft EIS public review process is your opportunity to provide comments and participate in the process

Spaceport Camden EIS
April, 2018

Federal Aviation Administration

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# APPENDIX F
# PUBLIC HEARING TRANSCRIPTS AND COMMENTS SUBMITTED AT PUBLIC HEARINGS

## F.1 Public Hearing Transcript - Wednesday, April 11, 2018

Atkinson-Baker Court Reporters
www.depo.com

FAA OFFICE OF COMMERCIAL SPACE TRANSPORTATION
IN RE: EIS for SPACEPORT CAMDEN,
CAMDEN COUNTY, GEORGIA
PUBLIC HEARING

CERTIFIED COPY

Public Hearing Proceedings with Wendy Lowe as Facilitator, taken by Teresa Wynn, FPR, at the Camden County Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, Georgia, Wednesday, April 11, 2018,

5:30 p.m.: Open House / Poster Session
6:30 p.m. - 6:50 p.m.: FAA Presentation
7:00 p.m. - 8:30: Formal Public Comment Period

ATKINSON-BAKER, INC. COURT REPORTERS
(800) 288-3376
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FILE NO.: AC0260F

1

Transcript of Proceedings
April 11, 2018

Atkinson-Baker Court Reporters
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1 I N D E X

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3 PUBLIC SPEAKERS:

4 Mr. Steve Weinkle..... 21
Mr. Larry White..... 23
5 Ms. Rebecca Dopson Lang..... 24
Mr. Dick Parker..... 26
6 Mr. Kevin Lang..... 29
Mr. Alex Rodriguez..... 32
7 Ms. Rachel Baldwin..... 35
Ms. Jackie Eichhorn..... 36
8 Ms. Terri Keller..... 38
Mr. Chuck Hunsaker..... 41
9 Ms. Karen Grainey..... 43
Ms. Susan Malphurs..... 45
10 Ms. Joyce Murlless..... 47
Mr. James Thomason..... 50
11 Mr. Al Konetzni..... 52
Mr. Craig Root..... 54
12 Mr. Jason Spencer..... 55
Mr. David Kyler..... 57
13 Mr. Terry Lendreth..... 60
Ms. Gail Farley..... 61
14 Mr. Ken Kessler..... 62
Mr. Dwight McCollough..... 64
15 Mr. James Coughlin..... 66
Mr. Jim Gant..... 67
16 Ms. Mary Gibson..... 70
Ms. Helen Regnery..... 72

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MS. ZEE: Good evening. Hello to everyone, and thank you for coming tonight. My name is Stacy Zee, and I'm with the Federal Aviation Administration. Thank you for coming to tonight's public hearing. The purpose of the hearing is to accept public comments on the Draft Environmental Impact Statement, or EIS. So the purpose of the Draft EIS is to evaluate potential environmental impacts associated with the issuance of a Launch Site Operator License to the Camden County Board of Commissioners for a proposed commercial spaceport site called the "Spaceport Camden."

So the goal of this public hearing is to provide you, as members of the public, with an opportunity to provide your comments on the Draft EIS.

Next, I'd like to introduce Wendy Lowe. She will be the moderator for the meeting, and she will review some points for tonight's meeting.

Thanks.

MS. LOWE: Thanks, Stacey.

Okay. So as Stacy just explained, my name is Wendy Lowe. And my job is to be the moderator for tonight's meeting.

For the record, today is Wednesday,

April 11th, 2018, and this hearing is being convened at the Community Room of the Camden County Public Services Authority Recreation Center, which is located at 1050 Wildcat Drive, in Kingsland, Georgia.

This hearing is one of two that are being held during the public comment period for the Draft Environmental Impact Statement. The other hearing will be tomorrow evening in the same location at the same time.

And it is now 6:33 p.m.

I want to point out a few housekeeping items for you. First, as is pretty obvious, we have a sign language interpreter here. Her name Trina Escobar. So she will be providing this service for the duration of the meeting tonight.

The second thing is restrooms and water fountains are located out the two sets of doors in the back. There are different sets, so either one of those doors will get you to a restroom or a water fountain. If there is an emergency and we have to leaving the building in a hurry, any one of the four doors that is marked "exit" will get you out of the room; those two going to the rest of the recreation center first and then out; these two go

directly outside. So let's see. Please feel free to leaving the hearing room at any time, but we request that if you do so, you do it in a way to minimize distraction from the official proceedings. And please silence your phones and refrain from conversations in this room.

So Stacey Zee and her colleague Pam Underwood are with the Federal Aviation Administration's Office of Commercial Space Transportation. And they're here tonight to share information with you about the proposed project and to listen to your comments. As a federal agency that has the authority for issuing the Launch Site Operators License, the FAA's Office of Commercial Space Transportation is responsible for preparing an environmental impact statement to evaluate the impacts associated with the launch site in compliance with the National Environmental Policy Act.

So they're going to be sitting here at the front of the room like they are right now to receive your comments. And before we get too much farther along, Pam Underwood is going to share a presentation that has information about the Draft Environmental Impact Statement.

MS. UNDERWOOD: Good evening, and welcome to the public hearing for the FAA's Environmental Impact Statement for the proposed Spaceport Camden in Camden County, Georgia. My name is Pam Underwood. I'm the licensing representative for this project. Also speaking this evening, as you've heard, is my colleague Stacey Zee. She's an environmental specialist in our office, and she's also the lead for this environmental action.

The purpose of this presentation this evening is to explain FAA licensing and the environmental review process and to explain the proposed action and alternatives analyzed in the EIS.

Afterwards, you will be given an opportunity to submit comments concerning the potential environmental issues associated with the EIS. Your comments will help us in preparing the analysis of the environmental impacts that could result from construction and operation of the proposed commercial space launch site.

Can you do the next slide, please? Back up. Okay. Thank you.

I apologize for that. So for the first slide here, we'd like to discuss why we are here, why are we holding this meeting today. And this is because

the Camden County Board of Commissioners proposes to establish a nonfederal launch site that is county-controlled and county-managed. The county's goal is to provide a launch site option other than federal range/installation than in other locations around the country.

The county proposes to construct and operate a commercial space launch site called the Spaceport Camden that would allow the county to offer commercial space launch -- this site to the commercial launch providers to conduct operations of liquid-fueled, small to medium-large lift class, orbital and suborbital vehicle launches from this location.

Camden County proposes the first stage of some of those vehicles at the site to come back to the site and land on a barge approximately 200 or 300 miles off the shore in the Atlantic Ocean. In order to construct and operate a launch site, the county must apply for a Launch Site Operator License from the FAA Office of Commercial Space Transportation. The FAA licenses and regulates the commercial space launch and reentry activities as well as the operation of commercial launch and reentry sites to ensure the protection of public

health and safety, and the safety of property, the protection of the United States national security and foreign policy interests of the United States.

Additionally, all future vehicle operators will also be required to apply to the FAA Office of Commercial Space Transportation for a launch license prior to conducting any particular launches from this proposed site.

Future proposed activities that are outside the scope of this environmental impact statement could require additional environmental analysis under NEPA. A supplemental environmental analysis could be required when one or more of the parameters of the proposed construction or launch activities fall outside of what is analyzed in the current EIS.

Next slide, please.

The FAA's licensing authority extends to commercial space launch activities. The FAA issues licenses for the operation of commercial space launch and reentry sites. The FAA issues licenses for commercial orbital and suborbital launch vehicles and for purposeful reentries.

Although the FAA has the authority to issue experimental permits for developmental suborbital

rockets, experimental permits are not part of the proposed action analyzed in this EIS.

The FAA does not license activities that are carried out by the federal governmental such as NASA or military launches.

Next slide, please.

This slide outlines how the FAA operator site licensing process that extends, how it works. The FAA conducts several reviews during the launch operator licensing process before making a determination on the actual license.

The review steps include a policy review, a launch site location review, a safety review, and an environmental review. The policy review determines whether the potential exists to affect U.S. national security or foreign policy interests or international obligations of the United States.

This review does include an interagency review as part of this proposal. The launch site location review ensures that the license applicant can demonstrate that each launch point proposed, at least one type of launch vehicle can be flown safely.

For the safety review, the launch licensee must demonstrate an understanding of the hazards

and discuss how operators will be performing those safely.

The environmental review ensures that potential environmental impacts of the licensed activities are fully considered in the decision-making process. Preparation of the EIS is part of the environmental review process. No decision can be made on a license issuance until the environmental review process is completed.

Stacey will explain the environmental review process further in the coming slides.

Other aspects considered in the licensing process are agreements with air traffic control and the U.S. Coast Guard and other port authorities.

Once an applicant submits a sufficiently complete application, the FAA begins a formal review period, leading to a license determination within 180 days.

The posters in the poster session before this formal meeting, also contain some information of licensing -- licensing review process.

Now Stacey is going to take over and explain the environmental review process.

MS. ZEE: So the FAA's issuance of a Launch Site Operator License is considered a major federal

action that is subject to the National Environmental Policy Act, or NEPA. The EIS describes the potential impacts of implementing a federal agency's proposed action.

In this case, the proposed action is to issue a Launch Site Operator License to Camden County that would allow the county to operate a commercial space launch site, termed Spaceport Camden to commercial launch providers to conduct up to 12 annual launches of liquid-fueled, small to medium-large lift-class orbital and suborbital vertical launch vehicles.

Camden County proposes landing the first stage of some launch vehicles at the site or on a barge approximately 2 to 300 miles offshore in the Atlantic Ocean, or to drop the first stage into the Atlantic where it will not be -- where it would not be recovered.

Spaceport Camden can accommodate up to 12 vertical launches and associated first-stage landings per year, as well as up to 12 static fire engine tests and up to 12 wet dress rehearsals per year.

Under the proposed action, the county would construct and operate a vertical launch facility, a

landing zone, and operations support facilities.

The EIS includes all activities connected to the licensing action. Therefore, this EIS evaluates the impacts of constructing the vertical launch facility, the landing zone, and operations support facilities, as well as the associated access roads.

You can view pictures of the conceptual layouts for the proposed facilities in the brochure or on the posters.

So what are the alternatives? NEPA requires that federal agencies consider reasonable alternatives in the EIS that would accomplish the purpose of the project. In addition to the proposed action, which I just explained, the no-action alternative is also analyzed in the EIS.

Under the no-action alternative, the FAA would not issue a Launch Site Operator License to Camden County and the county would not operate the launch site. NEPA requires agencies to consider the no-action alternative in their NEPA analysis and to compare the effects of not taking any action with the effects of the action alternatives. Thus, the no-action alternative serves as a baseline to compare the impacts of the proposed action.

The EIS also evaluates the environmental impacts of an ocean-landing only alternative. Under this alternative, all construction and operational activities would remain the same as the proposed action, except the landing zone facility would not be constructed and all landings would take place on a barge located in the Atlantic Ocean approximately 2 to 300 miles from shore.

After conducting the analysis associated with the EIS, the preferred alternative has been identified as the proposed action.

The environmentally preferred alternative has been identified as the ocean-landing only alternative. An environmentally preferred alternative is the alternative that would promote the national environmental policy as expressed in NEPA. Usually, this means the alternative that causes the least damage to the biological and physical environment. It also means the alternative which best protects, preserves, and enhances historic, cultural, and natural resources.

This slide outlines the impact categories that the FAA analyzed in the EIS. The EIS includes a description of the existing environmental conditions of the area of the proposed project,

which is covered in Chapter 3 of the Draft EIS. It also includes a description of the environmental impacts of the proposed action, no-action alternative, and ocean-landing only alternative. And this is presented in Chapter 4 of the EIS.

Please keep in mind that just because an item appears on this list does not mean that a significant impact is expected to that resource.

So what are the next steps in the process? The FAA will continue coordination and consultation with agencies and tribes. After the public comment period closes on June 14th, we will consider all comments on the Draft EIS and develop the Final EIS, which will address comments received during this process.

When the Final EIS is completed, we will publish a notice of availability of the Final EIS in the Federal Register and local newspapers. Additionally, we will notify everyone on the project's mailing list, and an electronic version of the Final EIS will be made available on our website.

The FAA will wait 30 days after the Final EIS is released before publishing a record decision, which will identify the FAA's decision regarding

the project. The record of decision will identify the FAA's selected alternative and any mitigation and other requirements for this project.

As noted earlier, there are many more reviews in the licensing process. Therefore, the completion of the environmental review process with a record of decision does not guarantee that the FAA will issue a Launch Site Operator License to the county. The project must meet all other FAA requirements.

I'm going to hand the microphone back over to Wendy to go over some administrative points, and then we will be able to move on to the comment portion of tonight.

Thank you.

MS. LOWE: Okay. So as the moderator, it's my job tonight to make sure that this hearing is conducted in a respectful manner and that everyone who wants to speak is provided an opportunity to do so.

Because this is a formal public hearing, Stacey Zee and Pam Underwood will not be responding to comments or answering questions. Some of you may have had the opportunity to attend the poster information session, which was held between 5:30

and 6:30, immediately prior to this hearing. And I hope that session provided you with an opportunity to get answers to your questions. Copies of the handouts that look like this remain available at the registration table. So if you didn't have an opportunity to pick those up, you can still. And that provides the information that was available in the information session.

It is important for you to understand that the conversations that you had with anybody in the information session were not recorded and will not be part of the formal record for this meeting.

So if you said something important when you were in that room, you need to repeat it in a comment, either tonight at the podium or putting it in writing and submitting it.

I should point out that providing oral comments in front of the podium tonight is only one of the ways that you can submit your comments during this public comment period. If you've prepared written comments that you would like to submit for the record, you can submit those at the registration table tonight.

There is also a public comment form that looks like this (indicating), and you're welcome to

fill one out and leave it with us before you go tonight.

The information for how to submit comments is provided on both the handout form and the public comment form. So if you're not ready to make your comments tonight, take those with you, and that tells you how to submit your comments later.

All the comments received during the public comment hearing, which ends on Thursday, June 14th, will be given the same consideration, so it doesn't matter how you submit your comments. They will all be considered.

So now I'll go over the ground rules for the meeting tonight. Because there are so many -- well, we're going to be restricting each commenter to three minutes, which is what we advertised in the Notice of Availability. All comments will be provided by individuals, and no one will be allowed to share their time with another individual. So your time is for you, and you can't share it.

I would urge people to keep their comments as short as possible so we can hear from as many people as possible tonight. To provide oral comments this evening, you have to sign up at the registration table. There is a card that looks

like this (indicating), and there is a box in the bottom left-hand corner. And if you checked that box, we will be calling on you to speak. So if you haven't made up your mind yet and you want to go back and sign up later, that's fine, but you do have to fill out a card to be able to speak.

We're going to be calling people in the order in which they've signed up, and I will continue accepting speaker registration cards until 8:30 p.m., which was the advertised end time for this meeting.

There will be another opportunity to provide comments tomorrow night in the second hearing as well.

So we recognize that three minutes is a brief amount of time, and if you have prepared extended detailed written comments, don't worry about not finishing them. You can submit them tonight, and then your entire comment will be considered.

Daniel Dehn will be helping me tonight with timing. And we'll both hold up signs to let you know if you're running out of time. And so there is a caution; you have 30 seconds left. And then there is a stop sign. So we'll use those as a way to let you know when you've run out time.

And when your time is up, I will ask you to stop, and I'll call the next speaker to the microphone. Please understand that if I do have to cut you off, it's only because I want to make sure that we're providing a fair opportunity for everyone who wants to speak tonight. So that's the reason why I'm cutting people off, if I have to.

I will call three people at a time to give you a little bit of warning when your time is coming up. When I call on you to speak, we would like to have you step forward to the microphone and speak clearly and directly into the microphone. Begin by stating your name and spelling it for the record. And if you represent an agency or an organization, please make note of that. And we won't start the timing until then, so you get the full amount of time for your comment.

The FAA has asked me to remind you that any personal information that you provide tonight may be made publicly available at any time. So if even if you ask us to withhold your personal information, they may not be able to guarantee you that that will be possible.

Teri Wynn, who is sitting here at the front of the room, is our court reporter this evening.

And it's her job to provide a complete and accurate transcription of the hearing. So I have asked her to let me know if she's having trouble hearing or understanding anyone. So I may just let you know if I need you to slow down or speak more directly into the microphone. Even if everyone can hear it in the room, we need her to hear it.

Her record will be the only official transcript of this hearing. There are a few other people in the room that are recording this. I'm just letting you know they are not associated with the FAA. The only formal record is the one that Teri is producing.

We had a question earlier. And the transcript of the hearing will be made available on the website as soon as it's possible.

So one final request I'd like to make of you tonight: I know some of you have strong opinions about this proposal, either in opposition or in support. Regardless of your position, I'd like to ask for your help in making sure that everyone who speaks tonight is treated with respect, as I know you'll appreciate it when it's your turn at the podium. Outbursts and interruptions will slow things down, and I will control the hearing process

to assure that we proceed in a respectful tone and allow everyone who wants to speak the opportunity to be heard. So, obviously, any interruptions will slow the process down and could result in fewer speaking opportunities.

So with that, I will begin calling on people.

So the first person is Steve Weinkle. I may mispronounce it. I hope I don't.

MR. STEVE WEINKLE: No. You've got it right.

MS. LOWE: The next person will be Larry White, and then the next person after that will be Rebecca Lang.

And I didn't actually point it out yet, but it's right here.

MR. STEVE WEINKLE: My name is Steve Weinkle, W-e-i-n-k-l-e.

Dear FAA, my comment is that the Draft EIS doesn't meet the requirements of a NEPA law or your Guidance Order 1050F. A serious reader is left to wonder what is factual, what is biased, what is missing, and what is made up.

Let's start with the introduction on page 1-1. You specify rocket science using the weight class for rockets launched in 90-degree polar orbits. Polar orbits cannot be launched from

Camden County. You spend dozens of pages studying the impacts on man/beast from noise from medium-class rockets, but your regulations require the studies be for the largest proposed rockets, which, again, on page 1-1, are medium-large rockets. There is no study for this rocket that's four times more powerful than the one you did study.

Charts on pages 2-29 and 30 show so-called representative hazard zones over Cumberland Island. The hazard zone is about five miles wide. Nowhere do you tell us which rocket you are studying, but the smallest orbital rocket the FAA is licensed has a hazard zone about 14-miles wide and the same distance from the launch pad. Where did you get the five miles from? You're wasting your money and government resources where there is no existing rocket that matches your EIS. If it exists, name it, or admit it it's fiction too.

You ignore Section 15 of the FAA 1050 guidance order. Construction of a home is a reasonably foreseeable future action for 40 downrange property owners. That requirement alone should have been an early showstopper. Is that why there is no evidence that you studied it? You even

1 get real environmental hazards wrong. You say on
2 page 3-43, that supervision of the EPD, hazardous
3 waste site permit, covering the entire property
4 ends in 2021. But black letter law says that
5 unless the hazardous materials are removed or
6 detoxified, the permit must be renewed every ten
7 years, forever.
8 You also admit the environmental covenant
9 between Georgia EPD Union Carbide and Camden County
10 prohibiting any development on the 4,000 acres.
11 It's a recorded deed restriction about
12 environmental hazards, yet nothing.
13 The Draft's alternative actions do not comply
14 with the law. I have identified more than hundred
15 errors, omissions, contradictions, and fictions to
16 the draft that we've paid millions for. I don't
17 think you can fix this thing. Can we get a refund?
18 Thank you. If we get a refund, then we can put 11
19 deputy sheriffs back on patrol and fix our fire
20 trucks. Thank you.
21 MS. LOWE: Thank you, Mr. Weinkle.
22 Larry White will be followed by Rebecca Long
23 [sic], and then Dick Parker.
24 MR. LARRY WHITE: Larry White, W-h-i-t-e. My
25 only comment about the EIS -- Draft EIS is I want

to ensure that the Final EIS does cover the storage requirements of the liquid fuel that is used for the rockets that are purposed to be used. I don't see anything else wrong with the Draft EIS.

MS. LOWE: Thank you, Mr. White.

Rebecca Long will be followed by Dick Parker and then Kevin Lang.

MS. REBECCA DOPSON LANG: My name Rebecca Dopson Lang, R-e-b-e-c-c-a, D-o-p-s-o-n, L-a-n-g. I was born and raised in McRae, about two hours northwest of here, straight up 341. It's a town of less than 6,000 people. I'm the daughter of a public schoolteacher and a registered forester. So like many of you know, growing up in a small town really teaches you the value of community and the real love of neighbors.

The FAA consulted with a Choctaw Nation of Oklahoma as part of this EIS process. But no one from the FAA has consulted with the community of Little Cumberland Island. This community would be four miles downrange of any launch and would be the first community in the United States to be directly under the flight path of a rocket.

My dad first visited Little Cumberland Island as a forestry student at the University of Georgia,

in 1968. In 1969, he bought a lot for $7,000. It didn't take long for him to learn the strength of the community that this little island holds. When he started to build a 400-square-foot house, members of five families on the island stepped in to lend a hand. Everything from raising a long beam to hold up the front porch, to lowering the septic tank was done by my dad and his neighbors. In fact, the only professional ever needed during construction was a roofer.

I first crossed St. Andrew Sound not long after I was born in 1976. Some of the families that are part of Little Cumberland are some of the dearest people in my life. They've known me since I was a baby and they now know my children. In fact, my husband and I named our first-born child after the county that is home to Little Cumberland. Our first-born son, Camden Lang, is now 12 years old. Just like other children in other communities, he gets hand-me-downs of blue jeans and mud boots from older kids. Everyone on the island came to celebrate my 40th birthday at the mouth of Christmas Creek.

Irma came and covered roads and driveways with fallen pine trees. Anyone in our community

that could get to the island with their chainsaws and their hand tools got there as soon as possible. Without asking for any assistance from the county, they worked to clear driveways and trails and picked up trash that floated in with the storm.

Like neighborhoods on the mainland, life on the island resumed but with a new normal. Just like big families do for reunions all over Georgia, we gather several times a year on the island for large potlucks. Our community pulls together for funerals and illnesses. We know each other to the point that generations gather while stories from 50 years ago are told over and over.

Look at an aerial image of Little Cumberland Island, and what you'll see a solid green canopy. Under those live oaks, you'll find a genuinely close-knit community with a deep appreciation for each other and an intense love of the Georgia coast. It's simple y'all. Little Cumberland Island is a community that should not be ignored.

Thank you very much.

MS. LOWE: Thank you, Ms. Lang.

The next speaker will be Dick Parker, followed by Kevin Lang, followed by Alex Rodriguez.

MR. DICK PARKER: My name is Dick Parker,

D-i-c-k, P-a-r-k-e-r. My wife and I own a house five and a half miles downrange from the proposed spaceport. And every hazard area in this draft is a populated area with 100 private parcels and 60 private homes and 24 campers in a campsite.

Andrew Nelson, Camden's subject matter expert, has made false statements regarding the over flight safety that revealed his and, by extension, Spaceport Camden's disregard for the safety of the public. Mr. Nelson stated that the FAA regularly approves vertical rocket launches over private residences of Wallops Island. They don't. He said the safety arc for Wallops Island is 10,500 feet. It isn't. It's 8500 feet. That's significant, because there are no private residences inside the 8500-foot arc at Wallops. Therefore, no one would blink.

He said that the U.S. launch failure rate was less than 1 percent. Wrong again. The FAA states in this draft that the applicable failure rate is in the range of 2 1/2 to 6 percent. He convinced Jason Spencer to repeat these inaccurate statements in a letter ironically titled "Truth is often the First Casualty."

At a house judiciary meeting, Kevin Lang did

not explain the legal impossibility of launching a rocket from the proposed site. The county's PR agent was speaking about the facts on an open flight, shifted the strategy and created a new term "authorized persons." John Simpson stated: I wanted to correct some issues that were brought before the committee. One of the claims that was made was that any flight would require the closure of Cumberland Island and, therefore, would be the taking of property rights. That's actually a misread of the federal law. The closure area is only required for non-authorized persons. Homeowners are considered authorized persons, end quote.

This is a stunning false statement from Mr. Simpson. The fact is the FAA defines the public as the people or property that are not involved in supporting a licensed launch, end quote. And the FAA's first responsibility is to protect those people and their property.

But then this draft was published, and it actually expands the false authorized persons concept to include campers, visitors, and NPS staff, saying that the campers could sleep in their tents directly under a rocket launch.

The FAA quickly clarified that authorized persons was created by Camden County and does not appear anywhere in FAA doctrines or regulations. So Mr. Simpson and Mr. Nelson made up this concept and had it inserted throughout this draft with the FAA's seal on the cover. It must be removed.

Then yesterday, in the Savannah Morning News, Mr. Nelson was quoted, quote, Land hazard areas don't exist on Cumberland Island or Little Cumberland Island, end quote, directly contradicting this draft.

This pattern of misinformation reveals a disregard for the safety of the public and has led to a seriously flawed Draft EIS. The FAA should be deeply concerned about Mr. Nelson's continued participation in this process.

MS. LOWE: Thank you, Mr. Parker.

Kevin Lang, who will be followed by Alex Rodriguez, and then Rachel Baldwin.

MR. KEVIN LANG: My name is Kevin Lang, K-e-v-i-n, L-a-n-g. I practice law in Athens, Georgia, and my family owns property on Little Cumberland Island. As many of you have read recently in Tribune & Georgian, Camden County is refusing to share the risk analysis that's been

performed by Aerospace Corporation. This analysis, just like all the work performed by consultants on this project, has been paid for by Camden County taxpayers. At this stage in the project, it is particularly important for the public to understand the risks associated with developing a spaceport in our coastal environment.

The chief among those risks is the risk presented by an exploding rocket. Interestingly, the Draft EIS contains almost no analysis of the impact from an exploding rocket to Cumberland Island, Little Cumberland Island, our marshes, the Satilla River, the Cumberland River, and our tidal creeks.

The Draft EIS indicates that we can expect failure rates of 2.5 to 6 percent. So every two years, we should expect to have at least one failure, and those are stats from tier rockets. Camden is not pursuing right now, that we know of, tier rockets.

That makes it particularly important for those of us that are directly downrange from the proposed spaceport to understand exactly what happens when a rocket explodes.

After doing some research on this topic, it

became obvious to me why Camden County's leadership does not want us to see the risk analysis. I would like to show those that are interested in the audience an example of what we believe our commissioners, Mr. Howard, and the bevy of consultants have already seen.

This diagram is from a risk analysis performed by the FAA for the Falcon SpaceX 1. I'm sorry -- SpaceX Falcon 1, a small rocket. This diagram shows the total casualty area for a single launch. The diagram is overlay to scale on the proposed site of the spaceport. As you can see from -- the debris from this explosion pretty much saturates our marshes, tidal creeks, the Cumberland River, the Satilla River, Little Cumberland Island, and Cumberland Island.

Camden County should not be allowed to hide this analysis, and I don't believe they are on sound footing in doing so. They're refusing to release the risk analysis. It's just the latest example of a lack of transparency and dishonesty associated with this project.

I realize that most of you here are here to support this project, but I would ask each of you this question: If someone wanted to launch a

rocket directly over your home but refused to share with you the detailed analysis of what happens when the rocket explodes, how would you feel about it?

Little Cumberland Island is a community just like the communities that you guys all live in on the mainland. Our homes are being put directly at risk from this project. The proponents of the Spaceport have billed this as a matter of inconvenience for those of us downrange. As you can see from this image, this is not a matter of inconvenience; it's a matter of obliteration. Thank you.

MS. LOWE: Thank you, Mr. Lang.

The next speaker will be Alex Rodriguez, followed by Rachel Baldwin, and then Jackie Eichhorn.

MR. ALEX RODRIGUEZ: Alex Rodriguez, R-o-d-r-i-g-u-e-z. Good evening to all the officials from the Federal Aviation Administration, Spaceport Camden, Camden County Commissioners, and all of you tonight. It is a real privilege for Vector Launch Incorporated, Vector, to be with all of you at this very, very important public hearing.

And it is also our major privilege to have the opportunity to come here last August and have a

1 successful test flight from Spaceport Camden. I
2 believe we are the first rocket company to have
3 launched from Spaceport Camden. It was a very
4 successful launch, and we certainly look forward to
5 doing it again.
6 On behalf of our CEO, Jim Cantrell, our board
7 of directors, our executive management team, first
8 let me address something critically important to
9 the Lang family and everybody in this room. Our
10 top priority is safety, safety, safety. And we are
11 here with enormous respect to those that have a
12 differing opinion, but that is our absolute top
13 priority for everybody concerned.
14 I do want to express our gratitude to
15 Spaceport Camden for that unique privilege of
16 having launched in 2017. And tonight it's my
17 privilege to announce that we fully intend to be
18 the first company to launch a rocket to orbit from
19 Spaceport Camden.
20 We're making tremendous progress, and, to us,
21 Spaceport Camden has been a remarkable feat to
22 date, and that's why certainly this process and
23 this public hearing is very important for all
24 stakeholders.
25 With much work to do in the future, I can

tell you this. We will be here to work with everybody in the local community. We intend to hire locally. We intend to have integration facilities, hopefully. We intend to participate fully in the local economy.

And I leave you with this notion -- or this idea, actually, with the facts. Last year, in 2017, the global space market, the total spent for the global space market was $345 billion -- 345 billion. A very significant number. And the most recent forecast I've seen, Merrill Lynch -- you can look it up, there is many of them -- indicate that the space economy will mushroom into the multitrillions of dollars.

And so my question to America is: Who will capture that market share? Who will have space priority in the decades ahead? It's going to take a nation to pull that off, given the implications of it, from national security to all kinds of use case applications in different sectors in the economy, access to space, and having small satellites in orbit, which is what Vector is doing. We'll help transform the economy and bring opportunity to the local economy.

Thank you very much.

MS. LOWE: Thank you, Mr. Rodriguez.

The next speaker will be Rachel Baldwin, followed by Jackie Eichhorn and then Terri Keller.

MS. RACHEL BALDWIN: Rachel Baldwin, R-a-c-h-e-l, B-a-l-d-w-i-n. I'm here tonight representing the local Camden County Republican Party. Although this is not a partisan project, we wanted this opportunity to express what we feel is important about this project.

All of your members live, work, play, or study in this community. Without reading you all the elements of a resolution that we have drafted, I will give you the primary meat of that, that we developed after we examined the EIS. Whereas, comments on the Draft EIS will be considered in the FAA's decision-making process for this project; whereas as Georgia's Republican lawmakers overwhelmingly support the Spaceport Camden project; whereas public opinion probably shows the vast majority of Camden County residents support the Spaceport Camden project; whereas an economic analysis of the proposed Spaceport Camden project shows financial impact and job creation for Camden County, now, therefore, be it resolved that the Camden County Republican Party supports the Draft

EIS for Spaceport Camden.

Thank you.

MS. LOWE: Thank you, Ms. Baldwin.

Jackie Eichhorn, followed by Terri Keller, and then Chuck Hunsaker.

MS. JACKIE EICHHORN: Jackie Eichhorn, J-a-c-k-i-e, E-i-c-h-h-o-r-n. I live in Harrietts Bluff. I have read the Draft EIS, and my primary problem with it is that I feel that it's not in compliance with the NEPA guidelines. And this is the reason.

There is a memorandum for federal NEPA liaisons, federal, state, and local officials and other persons involved in the NEPA process. These are my comments taken from some questions that frequently come up. Question No. 2: If an EIS is prepared in connection with an application for a permit or other federal approval, must the EIS rigorously analyze and discuss alternatives that are outside the capability of the applicant, or can it be limited to reasonable alternatives that Camden carried out by the applicant?

Section 1502.14 requires the EIS to examine all reasonable alternatives to the proposal. In determining the scope of alternative s to be

1 considered, the emphasis on what is reasonable
2 rather than on whether the proponent or applicant
3 likes it or is, itself, capable of carrying out the
4 particular alternative.
5 Reasonable alternatives include those that
6 are practical or feasible from a technical and
7 economic standpoint and using common sense rather
8 than what is desirable from the standpoint of the
9 applicant.
10 What has happened with this Draft EIS is that
11 the only thing considered was that the spaceport
12 had to be in Camden County. That prejudiced the
13 entire study. I, and I know of several other
14 people who, at the time of the scoping, suggested
15 that the spaceport, because of the sensitive
16 environmental area that was going to be impacted in
17 Camden County, be placed somewhere else in Georgia
18 or perhaps an expansion at Wallops at Canaveral
19 Kennedy. That was dismissed out of hand. And the
20 only reason given in the EIS why those were not to
21 be considered was that they were not in Camden
22 County. I think that is not in compliance with
23 NEPA, and I think that everything that follows in
24 the EIS is not valid because of that shortcoming.
25 Thank you.

MS. LOWE: Thank you, Ms. Eichhorn.

Terri Keller, who will be followed by Chuck Hunsaker, and then Karen Grainey.

MS. TERRI KELLER: Hi. My name is Terri Keller. That's T-e-r-r-i, K-e-l-l-e-r, and I'm from Kingsland. Have you ever heard of too many mysteries? Well, I have one for you. The title is "Overkill" or "Why does the FAA keep pushing spaceports that America doesn't need?" The FAA's Department of Commercial Space Transportation, which I will refer to as the FAA for short, is supposed to be an objective third party when it comes to spaceports.

But when you read the Draft Environmental Impact Survey, you can plainly see that not only is the FAA not objective, but they are willing to throw all caution to the wind where citizens' safety and financial security are concerned. New Mexico, Texas, Oklahoma, and elsewhere, there are foundering spaceports that never should have been built. They were all orchestrated by the FAA.

And did you know that every non-NASA sponsored spaceport has been a dismal failure? There is no reason whatsoever to believe this one would be any different, and, in fact, every reason

to believe it will be much, much worse.

According to Richard Thornburg, a retired NASA engineer, who I met at Kennedy Space Center, and who has worked on projects from Apollo to the shuttles, the planned spaceport here is, I quote, not feasible. He plainly stated that rockets can go astray and fly into the city of St. Marys or crash into I-95, and was plainly shocked that rockets would be launched over occupied private property.

What if, he asked, at any time the self-destruct sequence has to be activated? He says those who have stated that they adapt this project by Newt Gingrich needs to do some more homework.

Mr. Thornburg said that, contrary to what someone claimed, there are plenty of launchpads on the East Coast already, including those at Kennedy Space Center and Wallops Island, Virginia. This NASA engineer said it didn't make sense to build another spaceport on the East Coast.

Did the FAA consult with NASA experts before embarking on this project? We'd like to know their names so that we can speak to them.

Another mystery is that the Draft EIS doesn't

mention that the Camden Spaceport launch pad would be on a toxic waste dump, which is over the Florida aquifer, a source of our drinking water. Why would the FAA leave that out of the EIS?

Equally mysterious is why the FAA would name residents of Cumberland Island and others as authorized persons. Do the laws of physics not apply to these people? Have they been specially trained? Are their houses made of impervious materials that will not burn or explode when they come in contact with fiery debris? No. It's just that all common sense and science are being thrown out the window, including making the hazard zones ridiculously small, because the FAA is willing to put our lives at risk.

And here is the kicker. In order to make it seem like more progress is being made in the area of commercial space transportation than is actually the case.

I hate to use the "F" word, but there is a lot of fraud in the modern space industry in areas such as rocket landings, satellites, and space planes, among others. We're not going to sit idly by while professionals in the industry lie to our people about going to make Camden County ground

zero for actively exposing the ramped up fraud in today's space industry.

MS. LOWE: Thank you, Ms. Keller.

Chuck Hunsaker. He'll be followed Karen Grainey and Susan Malphurs.

MR. CHUCK HUNSAKER: My name is Chuck Hunsaker. It's H-u-n-s-a-k-e-r. I'm here representing the National Defense Industrial Association, Georgia Chapter's Space Committee. I started this project back during my last year of site-produced time in the office, so I have been involved in this project for quite some time.

Many people don't realize that in 1960, when NASA chose Cape Canaveral as the national launch site, Georgia was the runner-up. So if a couple of things had been different, the spaceport at Cape Canaveral would already be here.

At that time Georgia pretty well conceded space to Florida. And so in the process after that, we started really in the aerospace area and we've become the number one aerospace state in the country.

When we started the spaceport project, it was really from an economic development standpoint. So I want to give you some information about that.

Georgia currently is the number one aerospace state in the country; we're the number one aerospace exporter in the country. Georgia Tech is the number one college in the country for producing aerospace engineers; they're the number one college for producing engineers in general that support the aerospace industry. We currently have 90,000-plus workers in the aerospace industry and over 500 companies, so aerospace is really a big deal.

That aerospace magnet will draw companies in the space arena. I have personally met with most of the commercial space companies that are currently interested. And in every one of those cases, they've said Camden County is the best location in the entire country for commercial spaceport. So I think that's an extremely important thing. Why do we want a commercial spaceport here? Because the other spaceports on the East Coast, particularly Wallops and Kennedy Space Center, are government facilities. And the commercial space industry takes a back seat when it's time to launch. They want a place where they can launch when they want, and that's why they're particularly interested in Camden County.

Obviously, if we get a spaceport, that rounds

1 out our aerospace industry, which is primarily aero
2 with very, very little space. So we have a chance
3 to round that out.
4 You've heard already that the commercial
5 space industry is growing. It's growing at a very
6 rapid rate, and this project will draw both
7 commercial and government companies that are
8 involved in the space industry; large companies,
9 medium, small companies. Not just launch, but also
10 companies involved in manufacturing and those sorts
11 of things.
12 A couple of the space companies that I've
13 actually talked to told me that they would want to
14 build here and launch here. We're talking about a
15 500,000 square-foot facility with a thousand
16 workers and an average pay of $100,000.
17 Thank you.
18 MS. LOWE: Thank you, Mr. Hunsaker.
19 Karen Grainey, who will be followed by Susan
20 Malphurs and then Joe Hannan.
21 MS. KAREN GRAINEY: My name is Karen Grainey.
22 That's K-a-r-e-n, G-r-a-i-n-e-y. I'm here
23 representing the Georgia Sierra Club. First, I'd
24 like to say that the Sierra Club is in accord with
25 the Center for Sustainable Coast's letter to the

inspector general regarding the EIS's incomplete analysis of the risks and costs associated with a hazardous waste landfill on the proposed site. The Sierra Club will submit more detailed comments in writing.

But for the purposes of this hearing, we will like to express our concern that this environmental impact statement does not accurately portray how Cumberland Island National Seashore will be affected by the project. The range of launch trajectories places the north end of Cumberland Island and much of the federally-designated wilderness in the hazard zone. Yet, on 11 -- on page 11, I should say, of the EIS, residents, vacation house owners, permit holding campers, and national park personnel are described as authorized persons for who evacuating the area during a launch would be optional.

I have a copy of the Savannah Morning News article published on April 10th, which quotes Ray Lugo, the director of the Florida Space Institute of the University of Central Florida, saying that it's delusional to think that's it would be safe to allow anyone to remain in a launch corridor.

In his experience with rocket launches at

Vandenberg Air Force Base, launches were scrubbed if there was just one person in the area where debris could fall.

Visitors to Cumberland Island's wilderness area plan their visits months in advance and often travel long distances at great expense to enjoy solitude and serenity in a place untraveled by modern civilization. Whether or not they would be required to evacuate, the EIS needs to honestly acknowledge all the ways a rocket launch over the wilderness would detract from this experience.

Thank you.

(Tenders document to Ms. Lowe.)

MS. LOWE: Thank you. Thank you, Karen Grainey.

Susan Malphurs, who will be followed by Joe Hannan, and then Joyce Murlless.

MS. SUSAN MALPHURS: Hi. My name is Susan Malphurs, S-u-s-a-n, M-a-l-p-h-u-r-s. I'm speaking on behalf of the endangered species that call this area their home. This area where the proposed Spaceport Camden is has several endangered species there, including four active bald eagle nests, and they are on the endangered species list. One of the nests is actually where the proposed vertical

launch facility is going to be.

When I talked to people, their solution is, well, if there is a problem, they will be relocated. However, there will be problems while the launch site is being built. There is going to be trucks going through with lots of lumber, lots of machinery, and lots of equipment. When they start pile driving into the site to build the facility, all those vibrations are going to distract and disturb the bald eagles that are protected nationally that live there. And moving into another location hasn't been successful either, because, as everybody knows, eagles always return back to their same location.

And another species that may not be as glamorous as the bald eagles are the indigo snakes and gopher tortoises. There are areas along the perimeter of where the spaceport is going to be where the gopher tortoises live. And inside the gopher tortoise nests, indigo snakes, which need a wide area to travel in, often make those burrows their home.

Now, according to this diagram here, I guess the gopher tortoises are supposed to stay right on the line where the property is. One of the

solutions is, is they will build a fence to keep the tortoises and the snakes from going through on the launch site. I don't know how a fence can stop a burrowing animal or a crawling animal from making their way to a launch site. These are all endangered and protected species of animals. And besides that, besides the bald eagles, the gopher tortoises, the indigo snakes, this is also breeding grounds for manatees. The right whales come within this area. This is a very environmentally sensitive area.

That's all I have to say. Thank you.

MS. LOWE: Thank you, Susan Malphurs.

So next is Joe Hannan, followed by Joyce Murlless, and then James Thomason.

So Joe Hannon. I'll try him again. Okay. Joyce Murlless, followed by James Thomason, and then VADM Al Konetzni. I'm sure I mobbed that one.

MS. JOYCE MURLLESS: You must have the hardest job.

MS. LOWE: I don't know about that, but anyway.

MS. JOYCE MURLLESS: I'll start with my name. I'm Joyce Murlless. That's spelled M-u-r-l-l-e-s-s. I am a Camden County taxpayer. I

hope to retire in Camden County. I'm currently living in Savannah. I am a landowner/property owner on Little Cumberland Island and, therefore, I'm in the hazard zone.

I was very delighted to hear that everyone is concerned about my safety. I hope that that will hold true. And I hope that they are also concerned about the safety of my property. That is, I believe, in the FAA's orders charged -- they're charged with maintaining that as well.

Since I've been labeled an authorized person when I am going to be in my house that I hold in trust for my granddaughter. I would like to know the qualifications that have enabled me to be so entitled? Is there any training to be an authorized person? Is there a salary to be an authorized person? I don't really feel any more special than any of the fishing guides, the commercial fisherman, the shrimpers who are going to be kicked out of the hazard zone. So I don't know if that makes me a nonperson or a very special one. I would like to know.

I'm very concerned that the Draft EIS does not say much about the salt marsh. In the 1970s, I was proud to be a part of the group that worked

very hard to get the Salt Marsh Protection Act passed. We started that at the University of Georgia in the ecology department. And I feel that the Draft EIS totally ignores the fact that we have tidal creeks, tidal waters, and the fact that because of our wonderful tidal influence here in Georgia Bight, the waters flow in both directions.

I believe the Draft EIS says that there could be no pollution from the Spaceport Camden site that would affect the Satilla River because it's a mile away. Where, in fact, the launch site is exactly on the creek that feeds directly to and from the Satilla River. That tidal influence where pollution could flow uphill extends 100 miles inland.

I'm also very concerned about the noise and vibration. The vibrations, I have learned this evening, are the low frequency noises. They wouldn't break my eardrums if I were at my house in Little Cumberland, but they certainly could release contamination from the soil, and they would certainly affect those right whales who are coming to this area for their calving.

Thank you.

MS. LOWE: Thank you, Ms. Murlless. I forgot

to listen to how you pronounce your name. Sorry about that.

Okay. So we're going to do something a little bit unusual. The next person is James Thomason. And he uses a cane, and I agreed to bring the microphone to him. He will be followed by VADM Al Konetzni, and then Craig Root.

MR. JAMES THOMASON: Thank you for bringing me the microphone. My name is James Thomason. I've been in Camden County 45 years. Thomason is spelled T-h-o-m-a-s-o-n. My wife and I are retired schoolteachers here in Camden County. I would like to more or less unofficially represent kind of the people of Camden County.

In 1978, when the papers were signed for the military to come to Camden County, I lived on a dirt road, septic tank, and had a well. Five years later, my taxes went up 800 percent. Is this going to happen when we -- when the space -- the people and space stuff comes in? Is that going to happen to all of our retirees?

Now, a lot of plans were done 40 years ago backwards. We had students that did not ever see a classroom. They went to school in portables. We had -- we had so many war stories, it was just

unreal. I am not even going to get into that.

A lot of things I have been looking at in the paper recently, one of them was that 60 percent of the people want a space. Okay. Were they taxpayers or are they just here? Now, we had all kinds of folks to follow, what I call, the boomtown in 1978, and now so many of these people have not left.

Our food banks our are maxed out. Our -- everything that we got -- social services are maxed out. We just can't go any further. We need to straighten out the issues that we have now. You people that live in Camden County, try to go through Kingsland around 3 to 5:00 every day. The infrastructure of roads and intersections is terrible. We are still building intersections with no independent right-hand turns. Go to CVS and wait in line 15 to 20 minutes. These are the things that I would like to see straightened out before anything happens.

And, also, I'm very concerned about the tax rate that would be placed on us if something comes in. But we need to get -- we need to get the basic structure of walking around -- our kids and all straightened out before anything else can be

brought in and compounded.

Thank you.

MS. LOWE: Thank you very much.

Okay. So he's going to tell you his name.

MR. AL KONETZNI: Thank you very much, ma'am.

MS. LOWE: He will be followed by Craig Root and then Jason Spencer.

MR. AL KONETZNI: Hi. Thank you very, very much. My name is Al Konetzni, K-o-n-e-t-z-n-i. I'm going straight to my area of expertise, which is very narrow. But a couple thoughts. I moved down here initially in mid '80s. I was the supporting commander here on the base. Nobody really lived down here as far as the Navy because they came from Charleston.

I saw a great, great improvement. Kids went to the old Camden High School. I think in those days, only about 15 to 20 percent of the kids were going on to college. If I look now, both daughters are dentists, you know. They're too much into this Bulldog stuff down here. That's okay. I'm from New York; they're from Georgia, but what a difference. That drives me.

I can't say much. I said I'd stick to my area of expertise, which is people. It's really

not very much about rockets and industry. Although I know a little bit about technology. 38 years in the Navy; 14 years of SUBSAFE repairs, submarine repairs, and nuclear energy. It is amazing to me that this has gone this far. I know that the environmental impact statement is great. I thought I had seen my last one with Oceania about 15 years ago, but I guess not.

Interestingly enough, though, there aren't any complaints from the Navy right now. The Navy is pretty close to where this thing is going to be too. I would ask you to just keep that in mind.

But now my area of expertise. My motto has been "Big Al, the Sailor's Pal." I like people. I like growth. I'm from New York. I don't even speak the language down here, but I will tell you in 1985, '86, and '87, there were a lot of homes here with no floors. There was nothing. We still got Piggly Wiggly or whatever it was. The one store. And the kids weren't going anywhere. And they're doing great. So I take a look at the growth. Yeah, it may not be perfect, fine sir, but it looks good to me.

I think this is a lifetime opportunity for this area right here. I think for postmilitary

careers, I think for those folks who decide in missile technology or nuclear energy, whatever it might be in the Navy, that they want to get out early and build; I think it's great.

I think also for the youngsters that live here in Camden County, they will have a future. Places like this die when everybody moves away. These young guys (indiscernible) for you. So my point is if we're going to go ahead and blow off this opportunity, it may never come again.

So I personally hope -- and I'm a resident now, even though I'm from New York -- that this EIS will be accepted. We could move forward for Georgia, Coastal Georgia, and Camden County.

Thank you very much.

MS. LOWE: Thank you, Mr. Konetzni. Thank you.

MR. AL KONETZNI: Konetzni.

MS. LOWE: Thank you. Okay. Craig Root, who will be followed by Jason Spencer and then David Pilot.

MR. CRAIG ROOT: Good evening. Craig Root, R-o-o-t. My wife Mary and I moved to Woodbine. We built a house in Woodbine 39 years ago, and we have read the EIS, most of it, read the entire executive

summary. We wholeheartedly endorse it. We particularly agree with the recommendation. 20 years ago, we were fortunate enough to buy a cottage on Little Cumberland Island. That's the real point I want to make today. I used to live in Fulton County. Unlike most of my neighbors on Little Cumberland, we support the project. We're not concerned about what I would consider to be infinitesimal safety issues of exploding rockets during the arc that basically goes straight up and spends very little time in the horizontal plane coming over the island. And that's really the only point I wanted to make, is that I and other people that own property on Little Cumberland Island are not objecting to this project, and we endorse it.

Thank you.

MS. LOWE: Thank you, Mr. Root. The next speaker will be Jason Spencer, followed by David Kyler, followed by Terry Lendreth.

MR. JASON SPENCER: Jason Spencer, J-a-s-o-n, S-p-e-n-c-e-r. I am a resident of Harrietts Bluff, taxpayer in Camden County, and I represent Camden County and the General Assembly in the Georgia State House of Representatives.

What I know about this community that I serve

in the state legislature is that we are proud a people that cherish our rivers, our streams, our marshes, and our barrier islands. It's a part of our identity, and we embrace that. We embrace its meaning, its history, and its heritage it brings to our local culture.

However, I have increasingly seen outsiders use the beauty of our environment as an economic restraint to hold back the much-needed economic prosperity from coming to our part of the state. Wildlife, environmental protection, and the space industry has proven that they can coexist. The natural wildlife preserves of Wallops Island and Cape Canaveral have proven that. Now Camden County and the state of Georgia have a real chance of good jobs coming here, as well as boosting tourism, and our quality of life by balance and much needed desires of economic prosperity, despite the tranquility to (indiscernible) our local environment.

During my time in office, I have served as a chairman of the subcommittee of the health, science, and technology committee on the commercial space activities. We have passed three pieces of legislation to promote the space industry in

Georgia. I and the county leaders here have pushed very hard to bring to the conscience of the members of the general assembly and the public that Georgia is ready to become the next great space state here in the United States.

And I am not surprised to hear comments from Space Florida or someone who is from Florida that would think that such a project would be delusional, because we are directly competing with them. So I am not surprised to hear our competition balk. As we say in South Georgia, a hit dog howls. Thank you very much, FAA, for bringing this process forward to the people of Camden County. The state of Georgia stands ready to assist you in any issues that we may need to mitigate, and so we stand ready to assist.

Thank you very much.

MS. LOWE: Thank you, Mr. Spencer. David Kyler, who will be followed by Terry Landreth, and then Christian Jennings.

MR. DAVID KYLER: Good evening. I'm David Kyler, D-a-v-i-d, K-y-l-e-r. I'm representing The Center for Sustainable Coast, an organization I helped start 21 years ago. And I have been a resident of Coastal Georgia for 41 years.

I am frankly very disappointed with this EIS. I'm an environmental professional. I spent my entire professional career as an environmental planner, and in the last 20 years as an environmental advocate. I'm very familiar with the EIS process and the law behind it. I took courses in graduate school when that law first was passed, and I have seen and reviewed many EISs in my professional life. This has got to be one of the worst ones I've ever seen.

As evidenced by many of the previous speakers, there are literally hundreds of areas of omission which seem contrived that they might be disencumbrance. There's areas of disinformation; there is admitted or superficial analysis, which, when we look deeper, they reveal exactly the opposite conclusions as to what are suggested by the analysis.

This experience raises more general questions in our society today about disinformation. You may be aware of a movement across the country about a march for science. This is trying to get science and factual information into the hands of decision makers to what basic facts affect the public on actual information rather than public --

1 politicians and their views on how to represent
2 their own special interests, and we know where that
3 sort of crutching takes us.
4 I suggest that many people in the audience
5 who are concerned about those kinds of issues look
6 at the website of the Union of Concerned
7 Scientists. They now have a campaign that they're
8 launching against this information in pursuit of
9 the objective use of science serving the public,
10 not serving any special interests or making a fast
11 buck at the expense of the public. And on that
12 website, you'll see the disinformation playbook.
13 That playbook tells you how to look for, identify,
14 and challenge those who are bending, warping, and
15 otherwise manipulating information to draw you to
16 support any false conclusions which benefit a few
17 at the expense of the many.
18 And I think that's exactly what this EIS is
19 doing, whether it's intentional or if it's by
20 incompetence or pattern of incompetence, I don't
21 know, but it's not doing the job it's supposed to
22 do. On behalf of the public, I urge you to look at
23 it closely and follow the disinformation campaign
24 and support it. Thank you.
25 MS. LOWE: Thank you, Mr. Tyler.

The next speaker will be Terry Lendreth, followed by Christian Jennings, and then Cecil [sic] Farley.

MR. TERRY LENDRETH: Good evening. It's Terry, T-e-r-r-y, Lendreth, L-e-n-d-r-e-t-h. I am a resident, homeowner, grandfather. I've got my kids here. My kids went to school here. Tonight I represent the chamber of commerce. Tonight I am the chairman of our board. We have an executive board. We have a board of directors that we're made up of business owners; small business owners, large business owners, medium-sized business owners. We're advocates for business.

We're excited about the spaceport. We're excited about the spaceport coming to Camden County. We strongly support the leadership of Steve Kyler and county commissioners. We look forward to the spaceport coming.

Yes, we want to protect our environment. Yes, we want to protect our way of life. Our wildlife means everything. But tonight we support businesses. Thank you.

MS. LOWE: Thank you.

Christian Jennings, who will be followed by Cecil Farley, and then Ken Kessler. Is Christian

Jennings here?

MS. GAIL FARLEY: Okay. Do you possibly mean Gail Farley, G-a- --

MS. LOWE: I possibly could. Are you Gail Farley?

MS. GAIL FARLEY: Yes, I am.

MS. LOWE: Okay. Inappropriate reading. I apologize. Gail Farley will be followed by Ken Hessler and then Luke Moses.

MS. GAIL FARLEY: I'm Gail Farley, G-a-i-l, F-a-r-l-e-y. And I live here in Camden County. I'm here tonight representing two environmental organizations. One is One Hundred Miles. I got a call yesterday from Megan Desrosiers, who is the founder of One Hundred Miles, actively striving to protect the Coastal Georgia environments.

And I'm also here to represent the Coastal Plain Chapter of the Georgia Native Plant Society, of which I'm the president.

My comments really have to do with your beginning of the program where you commented on FAA seems to be going in the direction of the environmentally preferred objective that the environmentally preferred pathway would cause the least damage to the environment.

Now, as an environmentalist and as a representative of One Hundred Miles and of the Coastal Plain Chapter of the Georgia Native Plant Society, we have to strongly object, not to the spaceport, but to any risk to the endangered species, the habitat, the environment, the coastal waters of Cumberland Island's National Seashore.

We don't want any rockets going over the island. We don't want any failed rockets. We are here to stand up for all the animals, all the plants who cannot speak for themselves. And we do not support the idea of them being collateral damage as a result of a failed rocket launch.

Thank you.

MS. LOWE: Thank you, Gail Farley.

Okay. Ken Tessler, who will be followed by Luke Moses, and then Natalie Smith.

MR. KEN KESSLER: Ken Kessler, K-e-n, K-e-s-s-l-e-r. I'm representing myself, but I am a retired planning director for the city of Kingsland. I just recently retired and very much in favor of this spaceport and see it as being absolutely an environmentally friendly project, because of the thousands of acres that will be preserved, that could potentially be developed

otherwise.

It will protect the endangered species. Yes, some considerations may need to be made, some adjustments made if bald eagles nests are found that are active.

I also want to address that I've read on several occasions that this is totally needed. There hasn't been growth. And other spaceports -- the thing is there are two different animals out there. There is a vertical launch and there is a horizontal launch. There are very few vertical launches. You've got Kodiak; you've got Vandenberg; you've got Wallops Island, and Cape Canaveral. Most of those exist right in the middle of environmentally hazardous areas or environmentally sensitive areas, and they're totally compatible. It has not been a problem in those areas. In many cases, those areas have kept the surrounding areas from developing.

Wallops Island and Kodiak, there's no infrastructure for anything to develop off of, but if you go to Cape Canaveral, in the '60s, in that decade when NASA located there, Brevard County increased by 106 percent. More than twice that of the surrounding counties. And the growth is

continuing. Blue Origin is just now opening a facility that is bringing 330 employees and $220 million worth of investment.

I'm looking forward to that sort of thing coming here, jobs growth and the opportunities for our kids graduating from college. I support the Spaceport Camden.

MS. LOWE: Thank you, Mr. Kessler.

Luke Moses, who will be followed by Natalie Smith, and then Susanna Futato. Is Mr. Moses here?

Okay. Then Natalie Smith will be next. Is Natalie Smith here? Susan -- Susanna Futato? Okay. Dwight McCollough. Mr. McCullough will be followed by James Coughlin, and then Jim Gant.

MR. DWIGHT MCCOLLOUGH: My name is Dwight McCollough, D-w-i-g-h-t, M-c-C-o-l-l-o-u-g-h. I'm a lifelong resident of Camden County, born and raised here. Raised my children, my family. I have been in these rivers since I was small child. I've studied this impact statement, the environmental study since inception.

In my personal opinion, it is a very good thing, a very minimal impact on the environment. The potential for this county is unlimited. I know you have a lot of nice areas which go with

everything. That's like when the car came out and those people who said, why do you want a car? You've got a perfectly good horse in the barn. Electricity. It's all the same.

Now you have space. You have highways (indiscernible). Now you've got them and you can't do without them. And now we have space travel coming. Why shouldn't we be a part of it? The potential that's near the impact on the environment is very limited, in my opinion. I know I've heard people here tonight to also say that it's tremendously bad for the environment. Someone would have to show you. Like I said, I've been in these rivers since I was a small child and marshes. And I'm totally in favor of it. It can only help the community, the state, and maybe even the nation. Why say no when you have a chance to really do something -- automatically just say no, we don't want it, we don't want it? I don't think -- I don't agree. (Indiscernible) environment is very, very minimal if it happened to harm the environment. And I am totally in favor of it. Thank you.

MS. LOWE: Thank you, Mr. McCollough.

James Coughlin, who will be followed by Jim

Gant, and then Mary Hinson.

MR. JAMES COUGHLIN: Thank you. My name is James Coughlin, J-a-m-e-s, C-o-u-g-h-l-i-n. And I'm the executive director of the Camden County Joint Development Authority, so responsible for economic development.

The way we have set this up, the way this is supposed to work is Steve Howard and his team are pursuing the licensing and the development of the spaceport. And then the idea is that our team, the Joint Development Authority, would step in and actually handle the recruitment of companies who occupy the Spaceport. Hasn't quite worked out that way, and I'll tell you why. The companies aren't waiting to contact us.

I'm currently involved with Mr. Howard in conversations with seven different companies who are interested in a presence in Camden County as a result of the progress that this spaceport is making. We have an offer on the table right now for a company that would be involved in manufacturing related to this spaceport, that promises to bring 100 jobs averaging $85,000 a year.

We have other companies that are talking to

us that are in that similar range, hundreds of jobs at salaries far beyond what is currently available here in Camden County.

So as I mentioned, the idea is that once this spaceport is permitted, I would be involved -- our team would be involved in recruiting those companies. They're already here. They're already contacting us. Some of those have been made public. Vector certainly has been a very welcome presence. ABL was in the paper. The county signed an MOU with that company. And then some of others have requested to be kept confidential right now until they are a little further down the road.

I think everybody needs to stop and think about that, just the level of impact, much like the vice admiral shared with us earlier. The level of impact that the Navy made to this community. Think of the level of impact on our children, our school system, and our county in general, that that type of quality economic growth could bring.

Thank you.

MS. LOWE: Thank you, Mr. Coughlin. Jim Gant, who will be followed by Mary Gibson, and then Helen Rejner.

MR. JIM GANT: I'm Jim Gant, spelled G-a-n-t.

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Easy. My name is Jim Gant. I live at [redacted], and speaking in strong support of Spaceport Camden.

I arrived in Camden County in 1982 as a Navy civil engineer commander to help plan, design, and construct the naval submarine base in Kings Bay. At that time the Navy was looked on with suspicion, some openly against the Navy presence. However, the Navy has proven a wonderful neighbor and employer. Now it contributes over $1 billion annually to the local economy and employs some 9,000 employees.

For the submarine base, an extensive environmental impact study was conducted. It guided planning, construction, and indeed current operations over some 17,000 acres, which includes substantial environmental benefits such as the current operation of a large solar farm to provide clean energy to the state of Georgia.

The Navy was without doubt the first game changer in southeast Georgia. The spaceport is the next big game changer in Camden County and surrounding counties, and, indeed, the entire state of Georgia.

As a longtime registered nonactive

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professional civil engineer in the state of Georgia, I was honored to be involved in the initial vetting of the proposed spaceport and became absolutely convinced that this proposed location is one of the best for a medium-sized spaceport anywhere in the United States.

The Draft Spaceport Environmental Impact Study comprehensively addresses the many associated questions and issues, including environmental concerns and impact on Cumberland Island while setting aside a large conservation area around the site -- a large conservation area.

It is now time to move forward with this unbelievable opportunity and make Spaceport Camden a reality. There is risk in every aspect of life and every decision, but we only move forward when we're not afraid of challenging that risk and moving forward with opportunities such as Spaceport Camden.

If a nuclear submarine base can be successfully constructed and operated just south of the proposed spaceport, then there is no doubt that the spaceport can be similarly sited, constructed, operated, and the next game changer for southeast Georgia.

Thank you.

MS. LOWE: Thank you, Mr. Gant.

We have only two more speakers that have not been called, Mary Gibson, who will be followed by Helen Regnery. Is Mary Gibson available? Okay.

MS. MARY GIBSON: My name is Mary Gibson, spelled G-i-b-s-o-n. I don't have any prepared remarks this evening, but I would like to share with you an experience that I have had in relation to the spaceport.

I attempted to get some information about a survey done by the University of Georgia regarding the public opinion of the spaceport. There was a large article in the Times Union talking about the number of people who approved of it, who were anxious for it to come, and so forth. And in reading the article, I noticed there was some talk about education during the survey, and I wanted to know what questions were asked of the people that were contacted for that survey, and how they were asked, and what education was provided, and what the form was, and how it was said, and how the questions were asked the second time around.

It didn't seem to make any sense to me. I asked for a copy of the reported stuff so that I

could read what those wordings were and how it was put together. I first went to the University of Georgia and asked for a copy of it there, and was told that study had been contracted through the Georgia Association of Realtors, of which I am a former member. I am now a retired realtor.

And they could not give it me. So I contacted the Georgia Association of Realtors, and spoke with three or four people there, and finally was referred to their attorney. I haven't heard back from him by email. I -- then I contacted two county commissioners, including the chairman of county commissioners and was told that the county did not have a copy of that study, that they had a PowerPoint presentation that they presented by the University of Georgia, and that that could be found on the Camden Roundtable.

Well, I went to the County Roundtable website and had trouble finding it, so I contacted the fellows that could tell me how to do that. And I found it, and it is a PowerPoint. And it doesn't say a word about how these questions were worded or what education was provided between the requestioning.

This all seems very disingenuous to me. I

just would like to see more transparency. I'm not sure whether I'm for or against it, but I have to tell you, I'm leaning strongly against it until I can get some facts or figures. One of those I would like to know is how much did this environmental survey set the citizens of Camden County back, precisely?

And I have one final word -- one word, Thiokol. Thank you. T-h-i-o-k-o-l.

MS. LOWE: Helen Regnery. You'll pronounce it properly, for sure.

MS. HELEN REGNERY: I didn't come here tonight really intending to talk. And it turns out I'm the last one. My first name is Helen, H-e-l-e-n. My last name is Regnery. It's R-e-g-n-e-r-y.

And I'm very -- I have listened very, very carefully to everything that's been said tonight. And I think it goes back that we all must realize that this is a highly charged, emotional kind of thing with two sides. I've heard from Mr. Rodriguez about Vector. And now the first thing I thought of was, gee, he set a rocket off.

So what I remember about Vector was the fact that when we asked the FAA, he didn't have to have

a real license, not in the spec that we think we need a license today.

MR. RODRIGUEZ: You can't launch without a license.

MS. REGNERY: Well, when the FAA told us that your particular rocket did not fall within their area to give you a license -- so all of this is just to say that there is a lot more involved in this that neither side obviously knows.

And I am worried -- the only other thing that I -- there's two other things I wanted to say. One is that I think that the -- and I talked to one of the young ladies about this today from FAA -- the process is backwards. To get a launch license -- I mean a site license and then get a launch license does not allow, in my opinion, a way to truly evaluate how much it is going to cost and what is actually going to happen.

Because you -- all you're getting with this is a site license. So we have a whole big area out here of a launch license that then the launch operator is going to have to go back through a whole big review process. And during that interim, I'm wondering what the taxpayers of Camden County really know and what is expected, because there --

because there is so much unknown out there right now that none of us really know.

And so how does Camden County tell the taxpayers how much money is going to be spent, needs to be spent in the future to make this possible? And I will close, because I see the caution sign already. And I will put the onus on the FAA, this is supposed to have been a comment period on the EIS. Rather than that, there's been a lot other comments that are not related to EIS. So I am going to ask the FAA as a government agency to do its diligence in answering the comments that will be submitted.

MS. LOWE: Thank you very much.

Okay. I'm going to recall the people that were not here when I called them the first time. Joe Hannan? Christian Jennings? Luke Moses? Natalie Smith? And Susanna Futato?

Okay. Let the record reflect that they have been called twice. It is 8:10. This meeting is scheduled to go to 8:30. We will go into a recess now, and if anyone comes and registers to speak between now and 8:30, we will reconvene and take their comments. Thank you.

(Recess taken.)

MS. LOWE: Let the record reflect that it is 8:30, and all registered speakers have been called upon to speak. We will now adjourn this public hearing. Thank you so much for coming tonight.

(Public hearing concluded at 8:30 p.m.)

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I, TERESA WYNN, FPR, certify:

That the foregoing proceedings were stenographically reported by me at the time and place therein set forth and were thereafter transcribed;

That the foregoing is a true and correct transcript of my shorthand notes so taken.

I further certify that I am not a relative or employee of any of the parties nor financially interested in the action.

I declare under penalty of perjury under the laws of Florida that the foregoing is true and correct.

Dated this 23rd day of April, 2018.

Teresa Wynn, FPR

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**Transcript of Proceedings**
**April 11, 2018**

## F.2 Public Hearing Transcript - Thursday, April 12, 2018

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FAA OFFICE OF COMMERCIAL SPACE TRANSPORTATION.
IN RE: EIS for SPACEPORT CAMDEN,
CAMDEN COUNTY, GEORGIA
PUBLIC HEARING

Public Hearing Proceedings with Wendy Lowe as Facilitator, taken by Teresa Wynn, FPR, at the Camden County Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, Georgia, Wednesday, April 12, 2018,

5:30 p.m.: Open House / Poster Session
6:30 p.m. - 6:50 p.m.: FAA Presentation
7:00 p.m. - 8:30: Formal Public Comment Period

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Transcript of Hearing Proceedings
April 12, 2018

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MS. ZEE: Good evening. So thank you all for coming. My name is Stacey Zee. I'm with the Federal Aviation Administration. Thank you for coming to tonight's public hearing. The purpose of the hearing is to accept public comments on the Draft Environmental Impact Statement, or EIS.

So the purpose of the Draft EIS is to evaluate potential environmental impacts associated with the issuance of a Launch Site Operator License to the Camden County Board of Commissioners for a proposed commercial space launch site called Spaceport Camden. The goal of this public hearing is to provide you, as members of the public, with an opportunity to provide your comments on the Draft EIS.

First, I'm going to introduce Wendy Lowe. She will be the moderator for the meeting tonight, and she's going to review some points for tonight's meeting.

MS. LOWE: Okay. So as Stacey explained, my job is to be the moderator tonight. My name is Wendy Lowe. For the record, today is Thursday, April 12th, 2018, and this hearing is being convened in the Community Room of the Camden County Public Services Authority Recreation Center, which

is located at 1080 Wildcat Drive, Kingsland, Georgia. This hearing is one of two that's being held during the public comment period on the Draft Environmental Impact Statement. And the other hearing was held yesterday at the same location and time. And it is now 6:33 p.m.

I'd like to point out a few housekeeping items before we get to the presentation. One that is quite obvious, this is Trina Escobar, and she is the sign language interpreter, and she'll be here with us for the entire meeting.

Restrooms and drinking fountains are located out the two back doors. It's a separate set. So if you need to go to the restroom, that's where you go. There are four emergency exits. They're all marked with -- I feel like I'm a flight attendant -- but they're marked with red exit signs. These two go directly outside. Those two go into the recreation center and then outside.

So please feel free to leave the hearing room at any time. But we would like to request that you do so in a way that minimizes distraction from the official proceedings. And please silence your mobile phones and refrain from any conversations in this room tonight.

So Stacey Zee and her colleague Pam Underwood from the Federal Aviation Administration's Office -- from the Office of Commercial Space Transportation. And they're here tonight to provide an overview of the proposed project and to listen to your comments. As a federal agency with the authority for issuing a Launch Site Operators License, the FAA's Office of Commercial Space Transportation is responsible for preparing an environmental impact statement to evaluate the impacts associated with a launch site in compliance with the National Environmental Policy Act. They will be sitting here at the front of the room to receive your comments. And before we get too far along, Pam is going to start the presentation that Stacey will add to, and share some information about the Draft Environmental Impact Statement.

MS. UNDERWOOD: Good evening. Welcome to the FAA's -- welcome to the public hearing for the FAA's Environmental Impact Statement for the proposed Spaceport Camden in Camden County, Georgia.

My name is Pam Underwood. I am the FAA licensing representative for this proposed project Also speaking this evening is my colleague Stacey

Zee, an environmental specialist with the FAA Office of Commercial Space Transportation, and she is also the environmental lead for this project.

The purpose of this presentation is to explain the FAA's licensing and environmental process, and explain the proposed action and alternatives analyzed in the EIS.

Afterwards, you'll be given an opportunity to submit comments concerning the potential environmental issues associated with the EIS. Your comments will help us in preparing the analysis of the environmental impacts that could result from the construction and operation of the proposed commercial space launch site here in Camden County.

This first slide discusses why we are here. We are holding a meeting today because the Camden County Board of Commissioners proposes to establish a nonfederal launch site that is county-controlled and county-managed. The county's goal is to provide a launch site option other than a federal range or installation.

The county proposes to construct and operate a commercial space launch site called Spaceport Camden that would allow the county to offer the commercial space launch site to commercial launch

1 providers to conduct launch operations of
2 liquid-fueled, small to medium-large class vehicles
3 at suborbital -- both suborbital and orbital
4 launches. Camden County proposes landing the first
5 stage of some of these vehicles at the site or on a
6 barge approximately 200 to 300 miles off the coast
7 of the Atlantic Ocean.
8 In order to construct and operate a launch
9 site, the county must apply for a Launch Site
10 Operator License from the FAA Office of Commercial
11 Space Transportation. The FAA licenses and
12 regulates the U.S. space transportation industry
13 for launch and reentry activities, as well as the
14 operation of commercial launch and reentry sites,
15 to ensure the protection of public health, safety,
16 safety of property, and protection of the U.S.
17 national security and foreign policy interests of
18 the United States.
19 Additionally, all future vehicle operators
20 will also be required to apply for an FAA launch
21 license prior to conducting any operations for this
22 proposed site.
23 The future proposed activities that are
24 outside the scope of this environmental impact
25 statement could require additional analysis

underneath NEPA. A supplemental environmental analysis could be required when -- once that type of parameters may exceed what is already currently analyzed and in the Draft EIS.

The FAA's licensing authority extends to commercial space activities. The FAA issues licenses for the operation of commercial space launch and reentry sites. The FAA issues licenses for commercial orbital and suborbital launches and purposeful reentries.

Although the FAA has the authority to issue experimental permits for developmental suborbital rockets, experimental permits are not part of the scope of this environmental impact statement.

The FAA does not license activities that are carried out by the federal government, such as NASA or military launches.

This slide discusses how the -- process an applicant goes through to obtain a license for operating a site. The FAA conducts several reviews during the Launch Site Operator License application evaluation process before making a determination on the license. The review steps include policy review, a launch site location review, a safety review, and an environmental review.

The policy review determines whether the proposed -- proposed potential project could affect the U.S. national security or foreign policy interests of the United States, or international obligations. This review includes an interagency review as part of the review and evaluation.

The launch site location review ensures the licensee can demonstrate a launch from the proposed site with at least one type of vehicle and meet the safety requirements from the FAA.

For the safety review, the licensee must demonstrate an understanding of the hazards and discuss how operations will be performed safely.

The environmental review ensures the potential environmental impacts of the proposed launch activities are fully considered in the decision-making process. Preparation of an EIS is part of the environmental review process. No decision can be made or a license issued until the review process is complete. Stacey will explain the environmental review process in just a moment.

Other aspects considered in the licensing process are agreements with air traffic control and the U.S. Coast Guard, or other local authorities.

Once an applicant submits a sufficiently

complete application, the FAA will begin its review process and a licensing determination must be made within 180 days.

The posters that you saw in the other room tonight also contain information regarding the FAA licensing process.

Now I would like to hand things over to Stacey to go through the environmental review process in more detail.

MS. ZEE: Thank you, Pam.

The FAA's issuance of a Launch Site Operator License is considered a major federal action that is subject to the National Environmental Policy Act, or NEPA for short. The EIS describes the potential impacts of implementing a federal agency's proposed action.

In this case, the proposed action is to issue a Launch Site Operator License to Camden County that would allow the county to offer the commercial space launch site, or Spaceport Camden, to commercial launch providers to conduct up to 12 annual launches of the liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles.

Camden County proposes landing the first

stage of some launch vehicles at the site or on a barge approximately 2 to 300 miles offshore in the Atlantic Ocean, or they would drop the first stage into the Atlantic where it would not be recovered.

Spaceport Camden would accommodate up to 12 vertical launches and associated first-stage landings per year, as well as up to 12 static firings and up to 12 wet dress rehearsals per year.

Under the proposed action, the county would construct and operate a vertical launch facility, a landing zone, and operations support facilities.

The EIS includes all activities connected to the licensing action. Therefore, this EIS evaluates impacts of constructing the vertical launch facility, the landing zone, and operations support facilities, as well as the associated access roads.

You can view pictures of the conceptual layouts of the proposed facilities in the brochure or on the posters.

So what are the alternatives?

NEPA requires that the federal agencies consider reasonable alternatives in the EIS that would accomplish the purpose of the project. In addition to the proposed action which I just

1 explained, the no-action alternative is also
2 analyzed in the EIS.
3 Under the no-action alternative, the FAA
4 would not issue a Launch Site Operator License to
5 Camden County, and the county would not operate a
6 launch site. NEPA requires agencies to consider a
7 no-action alternative in their NEPA analysis and to
8 compare the effects of not taking action with the
9 effects of the action alternatives. Thus, the
10 no-action alternative serves as a baseline to
11 compare the impacts of the proposed action.
12 This EIS also evaluates the environmental
13 impacts of the ocean-landing only alternative.
14 Under this alternative, all construction and
15 operational activities would remain the same as the
16 proposed action, except the landing zone facility
17 would not be constructed, and all landings would
18 take place on a barge located in the Atlantic
19 Ocean, approximately 2 to 300 miles from the shore.
20 After conducting the analysis associated with
21 the EIS, the FAA has -- the preferred alternative
22 has been identified as the proposed action.
23 The environmentally preferred alternative has
24 been identified as the ocean-landing only
25 alternative. An environmentally preferred

alternative is the alternative that would promote the national environmental policy as expressed in NEPA.

Usually this means the alternative that causes the least damage to the biological and physical environment. It also means the alternative which best protects, preserves, and enhances historic, cultural, and natural resources.

So what was analyzed in the EIS? This slide outlines the impact categories that the FAA analyzed in the EIS. The EIS includes a description of the existing environmental conditions of the area for the proposed project, which is covered in Chapter 3 of the Draft EIS. It also includes a description of the environmental impacts of the proposed action, no-action alternative, and ocean-landing only alternative, which is presented in Chapter 4 of the EIS.

Please keep in mind that just because an item appears on this list does not mean that a significant impact is expected to the resource area.

What are the FAA's next steps? The FAA will continue coordination and consultation with the agencies and tribes. After the public comment

period closes on June 14th, we will consider all comments on the Draft EIS and develop the Final EIS, which will address comments received during the process.

When the Final EIS is completed, we will publish a notice of availability of the Final EIS in the Federal Register and in the local newspapers. Additionally, we will notify everyone on the project's mailing list, and an electronic version of the Final EIS will be made available on our website.

The FAA will wait 30 days after the Final EIS is released before publishing a record of decision, which will identify the FAA's decision regarding the project. The record of decision will identify the FAA's selected alternative and any mitigation or other requirements for this project.

As noted earlier, there are many more reviews in the licensing process. Therefore, the completion of the environmental review process with a record of decision does not guarantee that the FAA will issue a Launch Site Operator License to the county. The project must also meet all other FAA requirements.

At this point I'm going to hand the

microphone back to Wendy, who will go over some administrative points for the public comments portion of tonight.

MS. LOWE: Okay. Thank you. As a moderator, it's my job to make sure that this hearing is conducted in a respectful manner and that everyone is given an opportunity to speak if they would like.

Because this is a formal process, Stacey Zee and Pam Underwood will not be responding to comments and will not be answering questions. Some of you may have had the opportunity to attend the poster information session that was held between 5:30 and 6:30 this evening. And we hope that session allowed you to ask any questions which you might have to prepare your remarks.

There are copies of the handouts that were available in the information center -- session. This is what they look like (demonstrating). And they will be available at the registration table for the duration of the meeting. So if you didn't get a set yet, please do on your way out.

It's important for you to understand if you had any conversations in the open house part of the meeting, those conversations were not recorded, and

will not be included in the formal record for the meeting. So if you said something that's important to you, you need to make that statement again from the podium tonight or in the written comments.

I should point out that providing oral comments from the podium tonight is only one of the ways which you can submit your comments during the public comment period. If you've prepared written comments that you would like to submit for the record, you're welcome to leave those with us tonight. And there's also a public comment form that looks like this (demonstrating), that's available on the table here. And there is another table in the other room where you can get a copy of that form. You're welcome to fill it out and leave it, fill it out and take it, whatever. The address for submitting comments is up on the screen right now, but it's also printed on both the handout packet and the public comment form. So if you take one of those with you, you will have the address when you're submitting your comments.

All comments that are received during the public comment period, which ends on Thursday, June 14, will be given equal consideration. So the comments that are provided tonight don't have more

weight than any you submit later.

So let's go over the ground rules for the meeting tonight. Speakers will be given three minutes each to make their comments. And all comments will be provided by individuals, and no one will be allowed to share their time with another person. So when you're done with your comments, then we start the clock again for the next person.

I would urge you to keep your comments as short as possible so we can hear from as many people as we can this evening. To sign up to provide oral comments, you have to register -- sign up at the registration desk in the lobby. There is a card, and if you check the little box in the bottom left-hand corner, that's how you indicate to us that you're interested in speaking.

Once we start the hearing, I'll be calling people in order -- in the order in which they signed up. And we will be accepting speaker registration cards all the way up until 8:30 tonight, which is the time that was announced in the Federal Register for how long this meeting will be.

We recognize that two minutes is a brief

amount of time, and we strongly encourage people that want to provide more detailed comments to put those in writing and submit them so all of the things that matter to you can be captured in the record.

Daniel Dehn, right here, is going to be helping me as a timekeeper tonight, so we will both be holding up signs when you have 30 seconds left to let you know that your time is running out.

Did I just say two minutes? I lied. Three minutes. Okay. Sorry about that.

Okay. At three minutes, I'll ask you to stop, and then I'll invite the next speaker to come forward to the microphone. Please understand that if I cut you off, it's only because it's my job to make sure that everyone has a fair opportunity to speak. So that's the reason I'm enforcing that.

I'll be calling up to three people at a time to give you a little bit of warning when your turn is coming up. And when I call on you to speak, please step forward to the microphone that's right here. That is the microphone that speakers will be speaking from. And speak directly and clearly into the microphone.

Begin by stating and spelling your name and

the name of any organization or agency that you're representing tonight, and your time will begin at that point.

The FAA has asked me to remind you that any personal information you provide tonight may be made publicly available at any time. So you can ask us to withhold your personal information, but they may not be able to do that.

So Teri Wynn, sitting here at the front, is our court reporter. And it is her job to produce a complete and accurate transcription of this hearing. I have asked her to let me know if she's having any trouble hearing or understanding anyone, so I may intervene if she's having trouble keeping up.

There may be other people present in the building tonight that are recording, and I don't know about that. The official record is the one that she is producing. As soon as it's ready, it will be posted on the website. The transcription of this hearing will also be included in the Final EIS. If you want to sign up to be notified when the Final EIS is available, you can do that at the registration table as well.

So one final request I would like to make for

you tonight. I know some of you have strong feelings either in favor of or opposed to the proposal. Regardless of your position, I would appreciate your help in making sure that everyone who speaks tonight is treated respectfully, as I know you'll want to be when it is your turn to speak.

Outbursts and interruptions will slow things down, and it's my job to control the hearing process to assure that we can proceed with a respectful tone and allow all speakers to be heard. Obviously, any interruptions will just slow the process down and may limit the number of people we can hear from tonight.

So with that, we will begin taking comments. And I will let the first three people know. So Shelly Renner is first. Shelly will be followed by James H. Hunter, and then Herald McRae.

MS. SHELLY RENNER: The FAA has a duty to protect lives and property.

MS. LOWE: Actually, we need you to introduce yourself and --

MS. SHELLY RENNER: Shelly Renner, R-e-n-n-e-r. The FAA has a duty to protect lives and property. The DEIS does not identify any

private properties at risk from overflying rockets. But there are over 70 houses on Little Cumberland Island and Cumberland Island that are owned and occupied by Camden County taxpayers and will be in the overflying exclusion zone.

On Little Cumberland Island, the 1838 Historic Lighthouse; 77 Otter Trail; 1 Otter Trail; 110 Ocean Trail; 48 Ocean Trail; 210 Ocean Trail; 304 Ocean Trail; 454 Ocean Trail; 504 Ocean Trail; 225 Cross Trail; 410 Cross Trail; 524 Cross Trail; 560 Cross Trail; 641 Cross Trail; 683 Cross Trail; 818 Cross Trail; 888 Cross Trail; 944 Cross Trail; 1030 Cross Trail; 1118 Cross Trail; 1234 Cross Trail; 1268 Cross Trail; 1964 Ocean Trail; 2306 Ocean Trail; 2360 Ocean Trail; 2636 Ocean Trail; 2732 Ocean Trail; 1277 River Trail; 1231 River Trail; 1137 River Trail; 977 River Trail; 771 River Trail; 615 River Trail; 499 River Trail; 319 River Trail; 651 East Ridge; 561 East Ridge; 439 East Ridge; 361 East Ridge; 287 East Ridge; 241 East Ridge; 235 East Ridge; 155 East Ridge, 735 East Ridge; and 1 East Ridge.

On Big Cumberland Island, 407-A North Cut Road; 407-B North Cut Road; 783 North Cut Road; 15842 Main Road; 16 High Point Road. There are ten

homes on this property. 11256 Main Road; 907 Plum Orchard Road; 806 Plum Orchard; Squaw Town Main Road, four houses. Thank you.

MS. LOWE: Thank you, Ms. Renner. The next speaker will be James Hunter, followed by Harold McRae, followed by Rebecca Bell.

MR. JAMES HUNTER: Hello. My name is James Hunter, J-a-m-e-s, H-u-n-t-e-r. Thank you for the opportunity to provide comments to the FAA.

I'm one of the many members of the Little Cumberland Island community. We lie directly in the launch hazard zone associated with Camden County's proposed spaceport. My family and I have been members of the Little Cumberland Island community for over 50 years. Throughout that time, we have been and continue to be Camden County taxpayers. We are members of the public that have no association with the proposed spaceport or any activity proposed to be carried out.

We have the right to be at our homes on Little Cumberland Island at any time, at all times. We can permanently reside there. Contrary to the Draft EIS, which erroneously states that Little Cumberland Island association documents prohibit full-time residents. There is no such restriction.

To the contrary, members of the community as well as the superintendent and other staff can and do reside there full-time.

I don't understand why county officials believe the site they proposed for the spaceport to be appropriate. Never before has a spaceport been licensed that would put an unwilling community in the crosshairs of a launch hazard zone. We have no opinion with the county to prevent such activities, and the county has no right to exercise -- or to expose me, my family, or our properties to the dangers adherent to launched rockets.

The EIS has manufactured a term, quote, authorized personnel, unquote, to pretend that members of the public who find themselves in the launch hazard zone, such as me and other members of Little Cumberland Island community, are not relevant for the FAA's analysis. This is absurd and contrary to regulatory requirements.

But those preparing the EIS can't pretend that the Little Cumberland Island community does not exist or its members don't exist. Further, they can't pretend that members of the Little Cumberland Island community are not members of the public.

The FAA and the drafters of the EIS cannot blindly rely on census data, but it knows the facts and circumstances to the contrary. And I'm here to put the FAA and those drafters on notice that the Little Cumberland Island community does exist; its members exist; that its members are members of the public; and that the proposed spaceport poses a direct danger to the people and property that make it a community.

The EIS must appropriately evaluate all impacts a proposed spaceport could have on Little Cumberland Island and its members. Currently, it does not.

There is not a single viable trajectory from the proposed spaceport site that does not include me and my family in the hazard zone. As members of the public, we've got to be forced to be subjected to this dangerous and hazardous condition.

The FAA must recognize the dangers imposed by the spaceport to the Little Cumberland Island community, and the EIS must consider all impacts the proposed spaceport could have on that community. Thank you once again for the opportunity to provide my comments.

MS. LOWE: Thank you, Mr. McRae -- sorry --

Mr. Hunter.

Herald McRae will be next, followed by Rebecca Bell and then Jim Renner.

MR. HERALD MCRAE: I'm trying to figure out how people see that yellow sign behind there.

MS. LOWE: That's why we have this gentleman here.

MR. HERALD MCRAE: You're the guy.

MS. LOWE: I'm letting the audience know; he's letting you --

MR. HERALD MCRAE: I'm a homeowner on Little Cumberland Island, and I'm on the island more times than not. And when I looked at the impact study, there was a lot of questions I had. And they talked about rocket failure.

MS. LOWE: Just one second. Would you spell your name?

MR. HERALD MCRAE: M-c-R-a-e. It's an old Scottish name.

The regs say that you can have a failure 2.5 to 6 percent of the time, and if they fire a rocket monthly, that means within 36 months, something is going to blow up. And another place on the study, they said we can stay on the island as authorized personnel, and in the event there was trouble, we

could go into our house or our tent, but it will not stand molten lead, and it will not stand burning fire. So how are we going to go into our tents for protection is beyond me.

In accordance with the regs, Camden County says that there will be opportunities for the members of the county, and on LCI, what kind of opportunities I am going to get. That's another thing that really bothers me.

They talked about the nights and sometimes the lights will be on at night. We have the oldest turtle hatchery on the East Coast. And during turtle-hatching season, we all have red lights, red flashlights, and red dome lights in our house, because if you've got bright lights, the turtles -- baby turtles head for the bright light. And if that happens to be Camden County's got those lights on, they're going to head for the river and not go out to the ocean. That's a real danger in all this.

It also -- one last comment that -- growing up on a farm -- I was reading that the sounds would have no -- virtually no impact on wildlife. Well, we've got wildlife in the island. We've got deer; we've got turkey; we've got a bobcat family; we've

1 got horses. A lot of those animals have been
2 around us so much, you can get fairly close to
3 them.
4 However, loud noises they say have no impact.
5 Now, growing up on a farm, we had hundreds of
6 cattle, and if you were clearing a pastureland of
7 trees, if the cows had not been moved and you put
8 dynamite to blow up those stumps, the cows head to
9 the branches, and you can't -- they're not just
10 going to come back after the noise is over.
11 It takes a lot of work to get them out in the
12 pasture. And then for a while, every time you slam
13 that truck door, they will break and run. So I
14 know the deer and the horses are going to react
15 very similar ways. So it's going to destroy our
16 island because it's going to pull all of the
17 wildlife down to the village island.
18 Thank you.
19 MS. LOWE: Thank you, Mr. McRae.
20 The next speaker will be Rebecca Bell,
21 followed by Jim Renner, and then Elizabeth Sise.
22 MS. REBECCA BELL: Hello everybody. My name
23 is Rebecca Bell, R-e-b-e-c-c-a, B-e-l-l, and I'm a
24 resident of Little Cumberland.
25 MS. LOWE: Can you walk up a little closer to

the microphone?

MS. REBECCA BELL: Is that better?

MS. LOWE: Thank you. Yes.

MS. REBECCA BELL: The Draft Environmental Statement says that there -- and I quote, There are no full-time residents of Little Cumberland Island, by their homeowners association charter. That's on page 179, lines 27 to 28. Both of those statements are false. According to our association of counsel, there is nothing from preventing permanent residents on Little Cumberland.

And I'm here to tell you that I am a permanent resident of Little Cumberland, and I have been for 40 years. Also, I'm a registered voter in Camden County and have been since the '70s. This is a real community we have out there. It's not to be ignored. This is my home and this is my community. In our community, unlike some communities on the mainland even, we know each other. We help each other. We talk. We compare ideas.

And sometimes we agree and sometimes we disagree, but we are united by our love for the island and our dedication to protecting it. We now have families that somebody said, is a permanent

one, have a fourth generation on the island now. That's pretty permanent, whether they're there every day or not. All members of our community pay taxes in Camden County without receiving services in return.

And now our taxpayer dollars are being spent on a spaceport project that has, in my opinion at least, little chance of ever showing a profit, and puts in danger our properties and possibly our lungs by firing rockets off directly above us. My house is one of those that will be under almost any trajectory that can be imagined.

Our community was founded to protect the island and keep it in as natural state as possible. Because of that commitment and our agreement with the federal government that incorporates that, we were allowed to be incorporated into Cumberland Island National Seashore. And as part of that, we protect much of our island as wilderness.

Any rocket failure that might even possibly rain fiery debris down onto our island, our island would be unprotected. It would be evacuated. And anything that could rain that debris down on us would be in conflict with our agreement with the national government to return our obligation to

protect the island.

MS. LOWE: Thank you, Ms. Bell.

MS. BELL: Therefore, the Final EIS must include a hazard --

MS. LOWE: I need you to conclude. I'm sorry. Everybody is getting the same amount of time.

MS. BELL: Thank you.

MS. LOWE: Thank you.

Okay. Jim Renner, who will be followed by Elizabeth Sise, and then Queen Quet, I think.

MR. JIM RENNER: I'm Jim Renner, R-e-n-n-e-r. I love the coast. I know everybody here loves the coast. That's why we live here. That's why my wife and I have been property owners in Camden County for over 20 years. This is a great place to live. We've got a thriving economy and a high quality of life, because of the natural resources that we have here in Camden County. We've got vast expanses of salt marsh; we've got clean coastal waters; we've got productive fisheries. These are resources that need to be protected for all Georgians and for our children's children.

Why would we pursue a speculative economic development project that can only harm these

1 resources? Spaceport operations, they can only
2 degrade the salt marsh. They can only disturb the
3 visitor experience to Cumberland Island National
4 Seashore. Spaceport operations can only disrupt
5 commercial fishing and commercial shrimping and
6 recreational fishing.
7 Spaceport operations can only destroy
8 historic structures and can only diminish our
9 heritage and our quality of life. The salt marsh
10 is the most precious thing we have here on the
11 coast, and it is barely mentioned in the Draft EIS,
12 except as a buffer. The salt marsh is what needs
13 to be buffered from spaceport operations.
14 I'm not sure that Floyd Creek or Tide Creek
15 can survive 40,000 gallons of kerosene being leaked
16 into it. I'm not sure that Christmas Creek can
17 survive rocket debris with radioactive payloads
18 being dropped into it.
19 So we've been told for two years, wait, the
20 Draft EIS is coming. Just wait for the Draft EIS.
21 The Draft EIS is out. It raises far more questions
22 than it answers.
23 This is an important issue to protect the
24 resources that we all cherish, so I'm going to
25 comment, I encourage everyone to comment, too. Our

lives depend on it.

MS. LOWE: Thank you, Mr. Renner.

The next speaker will be Elizabeth Sise, followed by Queen Quet, and then Faryn Parker.

MS. ELIZABETH SISE: Hello. My name is Elizabeth Sise, S-i-s-e, and my family and I are retained-rights owners on the north end of Cumberland Island.

According to the maps in the EIS, my family's house is in the trajectory hazard area, or the closure area, depending on the path of the rockets.

I'm here today because I am opposed to the building of Spaceport Camden. One of my concerns is the use of the term, quote, authorized persons. As stated in Section 4.0 of the Environmental Consequences on page 287, it states, quote, Other residents and potential persons in habitable structures on the north end of Cumberland Island (Squat Town and Plum Orchard) and Little Cumberland would be considered, quote, authorized persons. My family's home in Squaw Town, at [redacted], is directly referenced in parentheses.

FAA's environmental specialist, Stacey Zee, was quoted in the Tribune Georgian as saying, This is, quote, not a term used anywhere in the FAA

regulations. If this is not a government-authorized term, I would like to understand where it came from and what exactly the definition of this term is. I'm not a trained firefighter, so I'm wondering why I would be authorized to be in a potentially dangerous area.

If the FAA leader designates this area too dangerous for human presence, which the term, quote, closure area would suggest, what would be the justification for a corporation moving people from their private property?

Because this is not a government program and it will be for profit, why would people with rights to their land or even just to their homes be forced to leave?

In addition, I did notice some discrepancies to the EIS. In Exhibit 3.12-2, a map shows all the structures in the area with a trajectory hazard area and closure area marked. I can count at least three structures that do not appear to be included in that path. My family's house, my aunt's house, and our neighbor's house are all not included. All of these are found on the Camden County Property Appraisal website. This discrepancy makes me question the thoroughness of this EIS. If

something as basic as that was left out, what else is missing?

Also, as stated in Section 3.4.3.2, Cumberland Island National Seashore is required to have an approved fire-management plan. By adding the additional fire risk that a rocket launch overhead will indeed add, one can only assume they will have to add additional measures to safeguard (indiscernible) it requires.

In addition, the intercoastal waterway will be temporarily closed north of Crooked River State Park during each launch. With the increased need for manpower, will the resources be paid for by the privately-owned company benefitting from the launch or will American taxpayers be footing the bill?

For all these reasons stated, I cannot support the opening of Spaceport Camden. Thank you for your time.

MS. LOWE: Thank you.

The next speaker will be Queen Quet, followed by Faryn Parker, and then Jeff Stewart.

MS. QUEEN QUET: Good evening. I'm glad to be here this evening. I'm Queen Quet, Q-u-e-e-n, Q-u-e-t. (Indiscernible.) But our people are still here on this coast in Georgia.

MS. LOWE: Can you slow down just a little bit so the court reporter and the sign language interpreter can keep --

MS. QUEEN QUET: Sure. I just want to get through my three minutes. I hope you just didn't deduct from it. But I'll slow it down.

So I want to make sure that Gullah/Geechees are not left out of this process. Reading through the draft of the EIS, I have not seen one mention of any of our culture or our cultural heritage. In Appendix F, that refers to cultural resources, there is no reference to the area that this proposed spaceport would be in, being a part of a national heritage area, which it is. It is part of the Gullah/Geechee cultural heritage corridor, of which I was the general management plan chairperson.

There are no references to anything regarding the environmental harm, the intangible or tangible cultural resources of this coast in this EIS report. I have also served on the National Parks Relevancy Committee. And I'm very shocked and surprised that something would even be proposed near the Cumberland Island National Seashore, which I have fought for.

I am very surprised tonight to find out that the audio from all this will also cover Amelia Island, Jekyll Island, and a number of the other areas here, and the Golden Isles, as the trajectory of this space launch goes on and travels over the homes of people who I met tonight, who their homes I didn't read about in the EIS.

So I'm here, because, at first, I said, well, how did all of my people get left out? And we have been on this coast for over 400 years. But now I am here to find out that even if you were here 50 years ago and still living here, you were left out too.

So now I guess I'm in good company when I say I oppose this -- this proposal for this spaceport being placed here on the Gullah/Geechee nation's coast. It brings about too many additional questions, but more than that, the possibilities of furthering a lot of the emissions that we are trying to counteract now that's causing massive climate change harm to our communities around the world, especially on the coast.

And when I hear that the marsh is of a significant resource, let us not forget there's Gullah/Geechees who fish in these marshes, who also

use these grasses from the intercoastal waterway for all these generations, and we continue to do that. And so we want to make sure that our voice is heard tonight, and I thank you for that opportunity. Thank you, thank you.

MS. LOWE: Thank you, Ms. Quet.

The next speaker will be Faryn Parker, followed by Jeff Stewart, followed by Michele Hunter.

MS. FARYN PARKER: Hello. I'm Faryn Parker, F-a-r-y-n, P-a-r-k-e-r, and I'm here as a Camden County High School student representing the Camden County Teen Republicans. Camden High school is among the top-rated high schools in Georgia, which includes numerous STEM career paths, including award-winning robotics teams.

And these students desire to live and work in Camden County with plentiful, high-paying STEM jobs provided by the commercial space industry.

Georgia is home to over 800 aerospace communities that adds $64 billion to the economy and support 99,000 direct aerospace jobs. Georgia only garners one-half of 1 percent of the U.S. space market and just one-tenth of 1 percent of the global space market.

Camden County Teen Republicans aspire to enter the workplace in the very near future. Many of them hope to pursue STEM-related career occupations that can be supported by a facility, such as spaceport in Camden County.

Whereas, Camden County Teen Republicans support economic development, high tech, and aerospace opportunities in their own community. Therefore, be it resolved that Camden County Teen Republicans support the draft for EIS Spaceport Camden. Thank you very much.

MS. LOWE: Thank you, Ms. Parker.

Jeff Stewart, who will be followed by Michele Hunter, and then Panos Kanes.

MR. JEFF STEWART: My name is Jeff Stewart, J-e-f-f, S-t-e-w-a-r-t. What we're looking at today is the global impact on citizens on Harrietts Bluff Road and the homeowners. One of the things to bring up is the traffic. How is it going to affect our mail? How is it going to affect our appointments? How is it going to affect emergency vehicles? How is it going to affect if somebody is flying in or flying out, or if we've got to go pick somebody up, if we have to pick your kid up at school? How about launch days? What launch days?

How long are they going to be? What are the launch hours? How is it going to affect the traffic in the roads? How is going to affect our homes? How is it going to affect our real estate? Prices? Taxes? Insurance? Are we going to get any benefits out of it? Security, at least for locals, how is it going to be affected? How are we going to be coming and going, as far as the traffic goes up and down the road? How long is it going to be secured for? What else is it going to affect? How are you going to prove that you are a person, or can you go up and down, or are you going to be restricted?

Job openings? How is it going to affect it? What kind of job openings are we going to have? How is the building going to affect us? How is the security going to affect us?

These are things we need to know as homeowners and people going up and down Harrietts Bluff. We come here. We enjoy the time. We enjoy our houses. But we need to be able to travel and come and go. Thank you.

MS. LOWE: Thank you, Mr. Stewart.

Michele Hunter, who will be followed by Panos Kanes and then April Lipscomb.

MS. MICHELE HUNTER: My name is Michele Hunter, M-i-c-h-e-l-e, H-u-n-t-e-r. And I appreciate the opportunity to speak this evening. I am a property owner and a taxpayer in Camden County and a member of the Little Cumberland Island community. I feel the EIS in its current form minimizes our presence being directly under all rocket launch trajectories, putting human life, my life, and my family's life at risk.

It is my understanding that there is no other spaceport which launches over human inhabited land, and I just can't understand how or why this site would even be considered. Should this project move forward, there will be a day when a rocket does explode. LCI will be destroyed by fire and debris, and most tragically, human lives lost, perhaps mine.

Please make sure the EIS and hazard analysis includes our island community accurately as to ensure this project does not go forward.

Thank you for your time.

MS. LOWE: Thank you, Ms. Hunter.

Panos Kanes, to be followed by April Lipscomb, and then and Robert Dickman.

MR. PANOS KANES: My name is Panos Kanes.

Panos is P-a-n-o-s. Kanes is K-a-n-e-s. Good evening. I'm a Georgia native. My family is part of the Little Cumberland Island community.

I'm a commercially rated pilot, and I love aviation and space, but I think the proposed spaceport is a bad idea.

If I understand correctly, the FAA has approved every launch site license ever applied for; however, Camden County's unique interpretation of the FAA regulations might provide the FAA with an historic opportunity to turn one down. Contrary to Camden County's claim that Little Cumberland Island residents and campers and national park personnel and the Cumberland Island National Seashore are authorized persons and can remain in the hazard zone during the launch, the FAA regulations are clear that no living being can remain in a launch hazard area during the launch.

In addition, if we, as property owners, are deprived of the use and enjoyment of our property, a taking in legal terms, the constitution of the sovereign state of Georgia expressly prohibits such a taking by local government to benefit commercial and private interests. This legal mandate has been ignored by the county and the FAA.

SpaceX is an example of a private launch operator with private shareholders that would benefit from this facility. Even if the EIS is ultimately approved and the site is built, a launch operator will never be able to launch a rocket from the site. As you can imagine, this might present some difficulties for Camden County. But I have a solution. I didn't come up with it on my own. It is contained in the Jacobs Engineering Report, entitled "The Right Place at the Right Time," which was just released by Camden County in time for these hearings.

If you ignore all the fluff in the report about the economic benefits of launching rockets, which will either never be allowed to launch or will be allowed only after years of litigation and millions spent, it identifies ten market segments of the space flight industry, six of which do not require launching even a single rocket ever.

The study specifically mentions the development of a research and innovation park to attract space research and development companies and gave the example of the Central Florida Research Park, which has 58 buildings, 128 companies, and 9500 employees.

Considering the proximity to Cape Canaveral and to Georgia's own aeronautical industries, why can't we have that here? All of this can be done now. My property taxes go down and everybody is happy.

Thank you for your kind attention.

MS. LOWE: Thank you, Mr. Kanes.

The next speaker will be April Lipscomb, followed by Robert Dickman, and then Keith Post.

MS. APRIL LIPSCOMB: Good evening. My name is April Lipscomb. It's L-i-p-s-c-o-m-b. I'm a staff attorney with the Southern Environmental Law Center. We are a nonprofit environmental advocacy organization. We use the power of the law to protect all the special places that you love, including the coast of Georgia and Camden County.

During the scope and the period for this project, we asked the FAA to look at this proposal and the public's input with a critical eye and an objective eye. We also raised numerous questions about a spaceport's effects on our critically important salt marsh, Cumberland Island, Little Cumberland Island.

We also raised questions about light and noise pollution, and the already very heavily

contaminated site where the spaceport would go.

After reading through the Draft EIS, we now have more questions than we do answers. And most of our questions have not been sufficiently answered. Notably, and as several other people have already mentioned tonight, there are numerous errors and omissions in the Draft EIS, and I'll add some more examples.

First, the DEIS discusses effects on rainbow trout, which are nowhere found in the Georgia Coast. They're all up in the Georgia mountains. Relatively, there is absolutely no discussion of the spaceport's effects on our recreational and commercial fisheries or recreational fishing and commercial fishing in the rivers, creeks, and coastal waters surrounding the proposed site, or how the operation of a spaceport may interfere with Georgia citizens' constitutional right to fish in those waters during launches, landings, and everyday activities. And those are just two examples of many.

Even if the numerous errors and omissions are fixed in the Final EIS, we still have grave concerns. We question whether the operation of a spaceport will infringe on constitutional rights,

both property rights and inherent rights under both the Georgia Constitution and the United States Constitution.

We're also concerned with the extent to which the operation of a spaceport may be inconsistent with federal and state environmental laws, as well as the FAA's own regulations.

And we have to ask why Camden County would propose a spaceport on a heavily contaminated site and risk further contamination of our salt marsh, our soil, groundwater, and our coastal waters.

We ask the Camden County Board of Commissioners to reconsider this project and think of new and innovative ways of bringing additional economic development to Camden County.

Finally, I would also like to ask the FAA at this time for an extension of the public comment period. We are still waiting for responsive documents under FOIA requests, so we may not actually get those documents in time before the comment period ends. And that information will be incredibly helpful and allow us to comment fully on this project.

Thank you.

MS. LOWE: Thank you, Ms. Lipscomb. I'm

having trouble pronouncing that one for some reason.

Okay. Robert Dickman will be next, followed by Keith Post, and then Robert Cummins.

MR. ROBERT DICKMAN: My name is Robert Dickman. I'm a resident of Camden County, representing myself. Robert Dickman, R-o-b-e-r-t, D-i-c-k-m-a-n. I spent 37 years in the Air Force, almost all the space visits. Mid 1990s, I had the honor of commanding the 45th Space Wing, the unit that operates Cape Canaveral and the Eastern Range. During my 18 months there, we launched 20 unmanned rockets from the Cape and provided the range and range safety support to the ten shuttle missions.

Range safety procedures used by the FAA for commercial launches are derived from Air Force regulations that have evolved with changes in launch vehicles since the 1950s. No third party, that is, someone not involved in the launch, has ever been injured as a result of a U.S. space launch. That is FAA's standard for commercial launches and the basis for the safety aspects of this EIS. I'm not an environmentalist and can't comment on those aspects of the Draft EIS.

With respect to the safety considerations,

I'm sure that a careful reader can find lots of minor errors; however, for the big question of third-party safety, no one in the world, in the world, does a better job on space launch safety than the FAA's Office of Commercial Space Transportation.

The Draft EIS addresses launch vehicles from small to medium-large. The practical reality is that Camden Spaceport is sized to support small launch vehicles, carrying hundreds of pounds to orbit, not the many thousands of pounds in orbit carried by Falcon 9, Atlas V, or Delta 4 that launch from the Cape.

The facilities and infrastructure at the Cape or at Wallops are a totally different scale than what's proposed here with this spaceport; the purpose-built for a single vehicle type. Spaceport Camden is intended to service multiple launch vehicles from the same complex, and that means small and relative simple.

You've heard that the probability of failure is between 2 1/2 and 6 percent. The number includes failure during three parts of a flight; the first stage, the second stage, and recovery. The only one that matters to anyone near a launch

base is the first stage.

Generally speaking, first stage liquid rockets fail either very shortly after ignition, essentially on or above the launch pad -- it happened at Wallops a few years ago -- or by underperforming, again far out into the launch trajectory throughout its launch. The failures that make exciting pictures of debris scattered everywhere are of solid rocket motors.

The old Delta II and Titan IV had classic failures. The Challenger was a solid rocket motor failure. Solid motors are not planned for Spaceport Camden for good reason.

Launch risk is all about probabilities. The probability of being killed by a rocket from Spaceport Camden is statistically lower than the probability that you will be killed on a highway in Georgia.

MS. LOWE: Thank you, Mr. Dickman.

And the next speaker will be Keith Post, followed by Robert Cummins, and then Allen Burns.

MR. KEITH POST: My name is Keith Post, K-e-i-t-h, P-o-s-t. As a former Realtor, city councilman, and submariner in the United States Navy, I can personally attest to the prosperity

that Kings Bay Naval Submarine Base has brought to Camden County. Prior to the expansion of Kings Bay in the late 1970s and early 1980s, Camden County was one of the poorest counties in the United States that had a lakeshore or seashore.

Unlike other coastal communities, the private ownership of some of Cumberland Island and the eventual transfer to the Unites States Parks Services of Little Cumberland Island, stunted Camden County's growth for good reason. While other surrounding counties benefited from tourism and seaside development, visitation restrictions in Cumberland required us to look elsewhere for prosperity.

The economic impact from the Kings Bay Naval Base has transformed Camden County into a vital community with strong growth and excellent schools. But we must diversify. The same arguments that were used against the expansion of Kings Bay Naval Base are resurfacing in the debate about Spaceport Camden.

Concerns about the environmental impact to Cumberland Island, impose your fishing grounds and shipping routes, have not materialized, but the economic windfall of Kings Bay has. You need only

-- I believe the same will hold true for Spaceport Camden. You need only look down the road at NASA down in Cape Canaveral and the Merritt Island National Seashore, which is in harmony with the NASA complex down there in Cape Canaveral, where I was stationed for a year and a half.

Environmental concerns by Spaceport opponents seem to be overwhelmed at times, while the opportunity for Camden became -- a piece of the $330 billion global space economy is underappreciated.

During my 22 years on active duty in the Navy, I was brought to Camden County three times, and the economic activity generated by Kings Bay has allowed me to stay following my Navy career. I want other sailors to have the same opportunity to live and work in the community they love after leaving the Navy, side by side with their civilian counterparts.

With the new technical college so close on the horizon, I believe it is Spaceport Camden who will create the jobs of the future that we need to make that happen.

Thank you.

MS. LOWE: Thank you, Mr. Post. Robert

Cummins will be the next presenter, followed by Allen Burns, and then Sheila McNeill.

Is Robert Cummins available? Allen Burns. So he will be followed by Sheila McNeill, and then Megan Desrosiers. I'm sure I mauled that one.

MR. ALLEN BURNS: My name is Allen Burns, A-l-l-e-n, B-u-r-n-s. I am executive director of the Coastal Regional Commission serving the coast of Georgia. I am born and raised in Glynn County. I'm a seventh generation family member of Glynn County. We've been here a long time. We've seen a lot of things.

And I want to thank the FAA for being here and putting this on. I think y'all have done an excellent job. The Coastal Regional Commission is made up of ten coastal counties and 35 municipalities. I work for 39 elected and appointed officials throughout the coastal region, and they have been working on this project all the way through and have been looking at this and studying it all the way through the project.

Previously, they have passed a resolution strong ly supporting this, which has been placed in the record with the FAA. And they continue to support this project 100 percent. The resolution

was passed by unanimous vote in a formal public meeting, and the commission has asked me to reiterate their full support for this project going forward. Thank you for this time.

MS. LOWE: Thank you, Mr. Burns.

Sheila McNeill, who will be followed by Megan Desrosiers. I'm going to have to let her pronounce it properly, and then Will Ellis.

MS. SHEILA MCNEILL: Hello. My name is Sheila McNeill, S-h-e-i-l-a, M-c-N-e-i-l-l. I am president of the Camden Partnership, the Military Advocacy Group in Camden County. We promote community support for the Sailors, Marines, and Coast Guards that are at Kings Bay and also located in St. Marys.

The Camden Partnership is acutely aware of the tremendous economic benefit Kings Bay provides Camden County. Today Camden is a vibrant community and prospering, in part, due to the Sailors, Marines, and Coast Guards that are stationed here. But we also know that Camden County needs to diversify their economy.

Spaceport Camden is a once-in-a-lifetime opportunity to provide military career opportunities for retiring and transitioning

1 military Kings Bay. Many of our military would
2 like to remain in Camden County. The training and
3 skills received at Kings Bay are directly
4 transferrable to the aerospace industry. Spaceport
5 Camden will provide employment opportunities for
6 those retirees so that they can continue to live,
7 work, and contribute to our community.
8 The Camden Partnership also understands that,
9 still, education is equally or more important to
10 our 21st century military as any Fortune 500
11 company. Camden County already enjoys top-rated
12 schools and they're striving to do more.
13 Spaceport Camden offers excellent STEM
14 education opportunities for both future military
15 and civilians ensuring all Camden County graduates
16 are prepared for careers in the 21st century.
17 Good job y'all did tonight. Thank you.
18 Finally, Spaceport Camden provides much
19 needed economic diversification for our local
20 economy. Spaceport Camden will provide long-term
21 economic growth to Camden County regardless of how
22 geopolitical forces may reshape our military in
23 decades ahead.
24 For these reasons, the Camden Partnership
25 strongly supports the Draft EIS and encourages the

FAA to move forward quickly with a record of decision and a Launch Site Operator License for Camden County.

Thank you.

MS. LOWE: Thank you, Ms. McNeill. Megan is coming up to pronounce her name properly. She will be followed by Bill Ellis, and then Matt Ellis.

MS. MEGAN DESROSIERS: I knew you were talking about me.

My name is Megan Desrosiers, M-e-g-a-n, D-e-s-r-o-s-i-e-r-s. You can thank my husband for that. I am the executive director of a coastal conservation organization in Georgia called One Hundred Miles. We are a pro-growth organization that works to see the preservation and protection and enhancement of Georgia's 100-mile coast.

This project, I became aware of a few years ago, and I was -- honestly, I was optimistic about it, because I thought it might be a good idea to bring something new to the Georgia Coast, something innovative. And I still -- I mean, I still love the space industry.

But after looking into it, it's clear to me that this project is proposed to be in the wrong place. After reading the EIS, there is one

omission that I don't think we've talked too much about tonight.

And, Mr. Stewart, you did mention it, and I want to elaborate on something that you said. It is a proven fact that unless actions are taken to permanently preserve a place, when an industry locates at the end of a long, winding, rural road, the character of the community on which the -- that lives in -- that lies on that road changes. First come the big trucks, then come the requests for road widening, then come the for sale signs on the large parcels of land that used to be used for hunting and fishing. Then come thousands of homes or hotels or gas stations or other types of development to support that new industry.

Now, that's not necessarily a bad thing, but in this place where this project is proposed, where people have invested in the tranquility of that region for hunting, for fishing preserves, for quality of life that -- this project would be extremely disruptive. And I'm not talking about Little Cumberland. I'm talking about Harrietts Bluff and Dover Bluff.

Some of you in here may feel like that's not a huge deal. I grew up in a rural area. I grew up

in the country, and I've watched that place change over time, because -- I grew up in Pennsylvania. Because of coal mining and because of the coal power plant that was put at the end of our road.

I know what it's like to have my parents invest in a 26-acre piece of property and have to sell it because it's completely changed, the way that we -- they wanted to raise their children.

This project is in the wrong place. I was in earlier meetings this morning, and we talked a lot about how the FAA will require insurance policies that will cover the losses of homes and lives in the case of rocket failures, but there is no requirement -- and I learned this today -- for insuring the loss of resources like land, trees, wildlife, the use of hunting -- the property use of hunting, the private property right to fish on your land. It won't insure water -- for the loss of water quality or other very important things that we rely on here in Camden County.

And these losses will result from the everyday operations of Spaceport Camden and may result from a catastrophe. So I appreciate you giving me the time to speak. I have lots of other comments, but will submit them online.

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Have a good night.

MS. LOWE: Thank you very much, Ms. Desrosiers. Did I get it right the last time? No? All right. Thank you, Megan.

All right. Will Ellis, who will be followed by Matt Ellis, and then Rory [sic] Lugo.

MR. WILL ELLIS: My name is Will Ellis, W-i-l-l, E-l-l-i-s. I'm a native of Camden County. I am a property owner here, and I pay taxes here. I live just off [redacted], so I live very close to the proposed project here. I am an avid outdoorsman and have been all my life.

I'm very familiar with the area that's proposed. I've fished a lot of that area; I've boated in that area; I have spent many days and nights on Cumberland Island growing up. And I see, in my opinion, there will be very little impact to the environment from this proposed site.

I believe we can look down our coast into Florida. We can see that NASA, for many decades now, has been able to operate a site much, much larger than what is proposed here. And you can look at the marine sanctuary that is right next to -- the national seashore that's right next door to it, and see all the wildlife and stuff that is

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still there. And it's thriving. It's protected. It would be here.

If you are a native and were here, like I was, in the late '70s, you'll recall whenever the Navy base came here, all of us heard that within just a few short years our environment would be poisoned, there would be radiation, there would no marshes left or anything else.

Well, here 40 years later, I'm standing here looking and seeing that the Navy base has actually been a great asset to us. You can go out on the Navy base and see that none of this has ever come to fruition. As a matter of fact, it's just the opposite.

And for 30 years, professionally, I've worked with different large companies, industrial sites. And I can tell you from my own experience that these sites do not want to hurt the environment. First of all, it's economically unsound for them. Not to mention that it's bad publicity.

But the government regulates this stuff. It's not like it used to be a hundred years ago. So I think we can have a private Camden Spaceport here without affecting our environment.

Thank you.

MS. LOWE: Thank you, Mr. Ellis. Next will be Matt Ellis, followed by Rory Lugo, followed by Jeanne Seaver.

MR. MATT ELLIS: My name is Matt Ellis, M-a-t-t, E-l-l-i-s. I'm a lifetime resident here. I'm a business owner. And I've worked in a lot of industries and stuff most of my life. As he was saying earlier, I've had to deal with the regulations and stuff that's put on everything. I hold a 40-hour HAZWOPER certification, which is for going in and cleaning up a lot of the hazardous material and stuff like that.

I can tell you they go overboard on regulations. Many times we look at the way they do things and just shake our head, because it is so far overboard, it makes the job ten times harder.

But the environmental regulations that are out there, that's how they do things nowadays. The things that -- the Brownfields sites and stuff, you don't see stuff like that happening anymore. The regulations have changed.

And I don't feel like we're going to have that here. I'm not worried about fuel spills and stuff. I mean, you look at the containments and stuff that they have to do. It's crazy what you

have to do now whenever you store things like that. So that's not a problem.

As far as the noise and stuff, I've been to launches at the Cape and stuff. I don't see where that's going to be a problem. I live off of Harrietts Bluff Road. I kind of look forward to it. I know some people have talked about that the experience that you have on Cumberland Island, a tent can't be good. It's going to be ruined by a rocket flying over it. I would love to be able to see that.

You know, I know a lot of people don't like that experience. They want all nature. But there are a lot of citizens that love the other experience too. And we can all share that. There will be times when there will be rockets going over, and we'll able to enjoy it.

But I think this would be a good thing, and I don't see any environmental problems coming from it. So thank you for your time.

MS. LOWE: Thank you, Mr. Ellis.

Rory Lugo.

MR. RAY LUGO: Yeah. My name is Ray Lugo.

MS. LOWE: Ray Lugo. Okay. Followed --

MR. RAY LUGO: R-a-y, L-u-g-o.

MS. LOWE: Just one second so I can call the next people. So Jeanne Seaver, and then Jack Gross.

There you go.

MR. RAY LUGO: So the first thing I want to make clear, because I am not a paid consultant, I am here because I was invited by the residents of Little Cumberland Island about two years ago, when this whole process got started.

They were looking for an expert in marine safety, and I actually had a chat with Deborah (indiscernible) about it, trying to understand what it was she was trying to -- to work. And I understood it to be a launch.

And I explained to her that having another paid expert, to try to argue with the analysis of that would be done under the EIS or the safety and hazard analysis was a waste of money, because the FAA has their experts to do that.

So I will tell you I have confidence that these people will do a good job, but I will tell you two things. There are ten spaceports in the U.S. today. How many of them make money? How many of them have taxpayers like all of you here in this room that have spent tens of millions of dollars to

create a spaceport, hoping that jobs would come to your area? That's one thing to consider.

And then with respect to General Dickman, we thank you for your service. General Dickman was a range commander for probably ten shuttle launches, I would guess. And I would ask him how many launches did he approve when there were somebody in the launch hazard area? That's all I have.

MS. LOWE: Thank you, Mr. Lugo.

Two more -- well, two more people that have registered to speak tonight. And then I have two names that were people that spoke last evening. So I'm going to call them last, giving everyone an opportunity.

So Jeanne Seaver, and then Jack R. Gross, and then I'll try again for Roberts Cummins.

MS. JEANNE SEAVER: Hi. My name is Jeanne Seaver. That's J-e-a-n-n-e, S-e-a-v, as in Victor, -e-r. I am not a consultant. I'm not paid. I'm not a lawyer. I'm not paid. I am a resident of southeast Georgia, and the thing that I have going for me is I have worked in southeast Georgia in the aerospace industry for over 18 years now.

Cumberland Island is a wonderful asset to

Camden County, but outsiders have been using it to control our economic development, our economic future for generations. Cumberland Island has always served as a vacation destination for the privileged few. Exclusive treatment and restricted access has essentially prevented development of Cumberland as other nearby barrier islands like Amelia Island and Sea Island became popular beach destinations.

Even today, less than 60,000 people per year can visit the island, compared to millions of visitors at other national seashores. The lack of access has stunted Camden County's growth as a tourist destination and held back Camden County's economy.

The Draft EIS for Spaceport Camden approximately balances the splinter of Cumberland Island with our community's need for economic development.

We want to keep our youth there, don't we? Don't we want to provide jobs for our youth? History has shown that nature and space can coexist, and this EIS recognizes that. Unfortunately, a handful of environmentalists demand unspoiled wilderness. On Cumberland Island,

vacation homeowners demand unfettered access to their cottages.

But what about the livelihood of the ordinary citizens in Camden County? Camden needs more economic opportunities. Kings Bay cannot employ everyone. The EIS appropriately balances the economic opportunity with conservation and the property rights of private landowners and should be approved.

However, FAA cannot and should not let part-time visitors determine full-time economic prosperity.

Thank you very much for your time.

MS. LOWE: Thank you, Ms. Seaver.

Jack L. Gross will be followed by Russell Regnery.

MR. JACK GROSS: My name is Jack Gross, Sr., J-a-c-k, G-r-o-s-s. Five generations of my family have called Camden County home and paid property taxes for 110 years. Camden County made a decision back in the early '70s to let Cumberland Island become a national seashore. That is great. I love Cumberland Island. I killed my first deer there when I was 15 years old and killed my second dear there when I was 15 years old. It's a beautiful

place, but what we don't have -- since it's a national seashore, we don't have a tax base out in Cumberland Island, like St. Simon's or Amelia Island, very beautiful islands.

If Cumberland Island had been allowed to be developed like them, I'm sure Cumberland Island would be a huge tax base for us, but it is not. But I don't have a problem with that, because it's beautiful; it's for all the citizens to see.

I have to ditto what Matt Ellis said. I can't think of anybody in this room that is more qualified to speak about the environment because of the fishing, hunting, and all this. And also about they work around industrial sites. Their father and my brother worked out on this property for 20-plus years back in the '60s and '70s, when a lot of this pollution stuff was going on.

And it's like they said, the laws today are a lot more stricter than they were back in those days. There is a lot of pollution already on that site. I believe by having an active spaceport there, the environment will be under a microscope. It will be monitored much closer now than it has been in the past, which I think is good for the environment.

The EIS is based on a 12, moderately any, launches per year. Vector and ADL will be launching much smaller rockets; therefore, noise and vibration will be much less. All this talk about safety and getting damaged by the spaceport. I mean, look at Cape Kennedy -- or Cape Canaveral. They've got a much larger population around that spaceport than we have. And they're safety record is pretty doggone good.

Since the closing of the Gilman/Durango Paper Mill back in '02, that has really really hurt our economy. I don't know how many small businesses I've seen start up, invest, do all they could do, and not be able to make it. We lost about a thousand head of household jobs.

What I like about the spaceport, that's going to bring some head of household jobs back to this community. We desperately need them. Our property taxes keep going up to support schools, infrastructure, everything we have here.

I'm in favor of spaceport. If you live here all the time, if your children lived here, your parents lived here, I think you'd feel the same way.

Thank you.

MS. LOWE: Thank you, Mr. Gross. Okay. The next speaker is Russell Regnery. And after him, I will call Robert Cummins one more time.

MR. RUSSELL REGNERY: Good evening. My name is Russell Regnery. R-u-s-s-e-l-l, last name R-e-g, as in George, n, as in Nancy, -e-r-y. I am a Little Cumberland Island resident, and I'm currently the director of the sea turtle project on Little Cumberland Island, which is, as y'all probably know, is the oldest continuously running sea turtle project in the world.

I want to use this opportunity to make mention to the FAA, as I was indicating the other day, give you a little bit of background to the FAA, perhaps to the audience as well, about the origins of the Little Cumberland Island community as it is today.

Back in the 1960s, Little Cumberland Island became incorporated as an association by a group of conservation-minded people who self imposed covenants on how the island would be developed. Ten years later, when the national park came along, it was agreed with the Department of Interior that if the status of Little Cumberland Island was sufficiently well-conserved, that they would be

1 incorporated within the boundaries of a national
2 park, but they would be allowed to maintain the
3 private property as it was, because we were doing a
4 pretty good job of looking after the environmental
5 quality of the island. So we have a rather unique
6 situation where we are privately owned within the
7 national park.
8 I also wanted to mention the fact that,
9 you've heard from several people already, Little
10 Cumberland Island is a community from the
11 standpoint that we look after ourselves to a very
12 large extent. We self-govern. We're powered by
13 volunteers almost exclusively, and the board of
14 directors and the various committees, among the
15 research, science, and conservation committee, for
16 example. And I just want to let you know -- give
17 you a little bit of a heads-up as to what our
18 community is about.
19 Another interesting aspect of Little
20 Cumberland Island, people don't appreciate the fact
21 that, unlike those on the other barrier islands, it
22 was never farmed back in the antebellum era, so
23 it's perhaps one of the most pristine of the
24 barrier island environments and is probably one of
25 the reasons why there are a large number of

research projects that take place on that island, because of the unique character.

And that's all I wanted to say. I just wanted to let you know a little bit more about Little Cumberland Island and the community that has supported Cumberland Island and made it possible to be what it is.

Thank you very much. Thank you for coming.

MS. LOWE: Thank you, Mr. Regnery. Okay. Mr. Robert Cummins. Is Mr. Cummins available?

Okay. With that, I have called everyone who has registered to speak last night or tonight. So if you think you registered to speak and I haven't called you yet, let me know.

I also have two people that spoke last evening, that we told them that we would let them speak after everyone had spoken and registered for the first time around. So they are Rachel Baldwin and then Steve Weinkle.

So Rachel Baldwin, are you here? Okay. And then be followed by Mr. Weinkle.

MS. RACHEL BALDWIN: Rachel Baldwin, R-a-c-h-e-l, B-a-l-d-w-i-n. I address this group in different role tonight, as a 30-year educator in Camden County. Several years I was a graduate

student of Valdosta State University in the early '90s. I got to participate --

MS. LOWE: Can we get you to slow down just a little bit. You're outpacing our court reporter and our --

MS. RACHEL BALDWIN: I was allowed to participate in the Georgia Aerospace Teacher Institute. We spent several days at NASA. What I learned over those several days was the pervasive influence, the pervasive emphasis on environmental safety. I also learned how space perks kids to learn.

Over my 30 years as an educator in Camden County, I think, and I estimate, I've looked at 10,000 transcripts. When you look at transcripts, the magic happens. When you sit down with that student and you have to figure out what they want to do. What I have watched in this county for 30 years is the hemorrhaging of brain power out of this county.

I simply recognize that there's a way to let these two important aspects, the environment and opportunity to coexist here. And I believe it can happen. And I know that we've got students sitting over in the high school right now that can come up

with those solutions. 35 percent of the jobs that they will fill have not even been invented or created yet.

I recognize that we have issues where people are concerned those things related to the environment may be harmed, but I still believe that we can manage a way to coexist, because Camden County needs the economic development. Several folks have mentioned the history and the need for that economic development. And I believe because we have a different -- a different way that we can launch, that some of these other folks at some of these other sites have had, that that can be successful and achieved. Thank you.

MS. LOWE: Thank you, Ms. Baldwin.

Okay. Steve Weinkle.

MR. STEVE WEINKLE: Thank you. I'm speaking again tonight because of an important subject I couldn't cover last night.

MS. LOWE: Can you spell your name?

MR. STEVE WEINKLE: I'm sorry. W-e-i-n-k-l-e.

MS. LOWE: Thank you.

MR. STEVE WEINKLE: I'm speaking tonight because I failed to cover the issue about what this

is going to cost Camden County taxpayers. I'm a Camden County resident who does not live or own property on Little Cumberland Island. I actually live in Jason Spencer's neighborhood. We're four doors apart, but we're a world apart on our agreement about the economic influence and the economic cost Spaceport Camden -- of Spaceport Camden.

For instance, I've heard about all the economic potential for this spaceport. There are no examples of spaceports that are not supported by state governments or the federal government that produce any appreciable number of jobs. For instance, in the budget this year at Kodiak, there were six jobs at the spaceport.

This year -- actually, I'm sorry, in the audited 2017 budget for Wallops, they lost $17,800,000, that was subsidized by the taxpayers. And this is an established spaceport, where they have launched for 60 years, and it's a NASA spaceport region. The private spaceport there didn't have enough launches to cover their budget.

And so what does that mean to Camden County? Well, here is an example. This site -- the 4,000-acre site is under an environmental covenant

that Camden County, Union Carbide, and the State of Georgia signed. There is no mention of that environmental covenant in the EIS. It's completely ignored.

The environmental covenant says that you cannot turn a spade of dirt nor can anyone spend the night on the 4,011 acres of the Union Carbide site. In the EIS, however -- and it's in the executive summary, which I'm kind of surprised others haven't been concerned about it who say they've read this -- is that Camden County has agreed to accept the environmental liability that Vycal (phonetic) and Union Carbide fought in court in the 1980s, to try to transfer the liability to each other, and both of them lost in court, spending millions of dollars in court fees, and they both lost, and the site never got cleaned up.

Now, I know that sounds ridiculous, but Camden has agreed to take on the substantial liability potential of the solid waste management units, which include unexploded ordinances, which have been identified, but they don't know where. And so the bulldozer owner or driver, who is going to go there where the launch pad is, is in an area where there's been -- I'm sorry -- I've reached

three minutes.

MS. LOWE: Yes, you have. Thank you so much. Please submit the rest of your comments in writing. We'll be happy to take them.

Okay. With that, I called all of the speakers. Robert Cummins?

Okay. We have now called everyone that has registered to speak. It's 8:07. This hearing is scheduled to go to 8:30. We will go into a recess in case somebody else wants to register to speak. Other than that, we will be finishing at 8:30. Thank you.

(Recess taken.)

MS. LOWE: All right. Let the record reflect that it is now 8:30, and all registered speakers have been called upon to speak. We will now adjourn this public hearing. And thank you so much for coming tonight.

(Public hearing concluded at 8:30 p.m.)

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I, TERESA WYNN, FPR, certify:

That the foregoing proceedings were stenographically reported by me at the time and place therein set forth and were thereafter transcribed;

That the foregoing is a true and correct transcript of my shorthand notes so taken.

I further certify that I am not a relative or employee of any of the parties nor financially interested in the action.

I declare under penalty of perjury under the laws of Florida that the foregoing is true and correct.

Dated this 26th day of April, 2018.

Teresa Wynn

Teresa Wynn, FPR

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**5**

**5:30** 1:11 15:14
**50** 22:15 36:12
**500** 53:10
**504** 21:9
**51** 2:11
**52** 2:11
**524** 21:10
**54** 2:12
**560** 21:11
**561** 21:19
**57** 2:12
**58** 42:24
**59** 2:13

**6**

**6** 25:21 47:22
**6:30** 1:12 15:14
**6:33** 4:6
**6:50** 1:12
**60** 2:13 72:20
**60,000** 63:10
**60s** 65:16
**615** 21:18
**62** 2:14
**64** 2:14 37:21
**641** 21:11
**651** 21:19
**67** 2:15
**683** 21:11
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**7:00** 1:13
**70** 21:2
**70s** 28:15 58:4 64:21 65:16
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**735** 21:21
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## F.3 Comments Submitted at Public Hearing - Wednesday, April 11, 2018

# Comment Form

## Public Hearing for Spaceport Camden Environmental Impact Statement

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3. Mailing your comment form to: Ms. Stacey M. Zee, FAA Environmental Specialist
   Federal Aviation Administration
   c/o Leidos
   2109 Air Park Road SE, Suite 200
   Albuquerque, NM 87106

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☑ Please add my name to the email notification list for future updates.

☐ Please email me the link to the Final EIS at (provide email address here):

_____

**PLEASE PRINT CLEARLY AND LEGIBLY**

Name: Juliane M. Dowling Date: 4-11-2018

Organization/Affiliation:

Email: [redacted]

Comments:

I Support
Spaceport Camden

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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☑ Please add my name to the email notification list for future updates.

☑ Please email me the link to the Final EIS at (provide email address here):
[redacted]

**PLEASE PRINT CLEARLY AND LEGIBLY**

Name: PAT BETCHIK Date: 4/11/18

Organization/Affiliation:

Email: [redacted]

Comments:

ON THE ARTIST RENDING I SEE TANKS OF LIQUID OXYGEN CLOSE TO THE LAUNCH PAD. A GREATER DISTANCE IS NEEDED. A BARRIER WALL AN IMPROVEMENT A CINDER BLOCK BUILDING BEST LITTLE OR NO THOUGHT - 250' POLES IN A HURRICANE - NOT A GOOD IDEA RETRACTABLE NEEDED LASTLY, LANDING OVER WATER SEEMS PREFERRED BUT THE COUNTY WANTS THAT LANDING PAD - SONIC BOOMS, MIS LANDINGS, EVEN SPACE-X HAS A DRONE SHIP TO RECOVER ROCKETS

SECURITY. DAMAGE CONTROL ARE AFTER THOUGHTS

Thanks for your time
Pat Betchik

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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☑ Please add my name to the email notification list for future updates.

☐ Please email me the link to the Final EIS at (provide email address here):
[redacted]

**PLEASE PRINT CLEARLY AND LEGIBLY**

Name: JEFF BORS Date: 4/11/18

Organization/Affiliation:

Email: [redacted]

Comments: I SUPPORT SPACEPORT CAMDEN. AS A RESIDENT OF SOUTHEAST, GA AND THE FATHER OF FOUR YOUNG CHILDREN, I AM EXTREMELY EXCITED ABOUT THE OPPORTUNITIES THAT COULD BE PROVIDED IN THE INDUSTRIES OF TECHNOLOGY AND AEROSPACE.

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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_____

**PLEASE PRINT CLEARLY AND LEGIBLY**

Name: Paul Christian Date: 4-11-18

Organization/Affiliation: Roberts Civil Engineering

Email: [redacted]

Comments:

We are in favor of the Spaceport project, and we feel that this project will be the best program for the coast of Georgia. It will bring jobs and be a very positive force for the coast of Georgia.

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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☑ Please email me the link to the Final EIS at (provide email address here):

[redacted]

**PLEASE PRINT CLEARLY AND LEGIBLY**

Name: PAT BETCHIK Date: 4/11/18

Organization/Affiliation:

Email: [redacted]

Comments:

I HAVE VISITED CAPE Kennedy and LOOK AT YOUR ARTIST RENDERINGS THAT MUCH GLASS EVEN MIRRORED IS A DISASTER WAITING TO HAPPEN. WITH VIDEO TECH THERE IS NO NEED FOR IT... Large SCREEN TV'S WILL SAFELY SHOW YOU MORE AND PROVIDE MORE DATA

Thanks for your time and remember I told you so!!

Pat Betchik

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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☑ Please email me the link to the Final EIS at (provide email address here):
JOE William HANNAN

**PLEASE PRINT CLEARLY AND LEGIBLY**

Name: Joe William HANNAN Date: APRIL 11, 2018

Organization/Affiliation: Pilot (AOPA), Firefighter

Email: [redacted]

Comments: CAMDEN County need the spaceport, not merely want it, with the technological advances of this day, particully those of the space race Industry, we have the best ~~[illegible]~~ site for a spaceport, and; we must not let it slip away!!. Thanks

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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_____

**PLEASE PRINT CLEARLY AND LEGIBLY**

Name: Luke Moses Date: 4/11/18

Organization/Affiliation:

Email: [redacted]

Comments:

This Spaceport proposal seems to totally ignore the concerns of the part time & full time residents of Little Cumberland Island. I am concerned about the impact of the launches from the proposed port on both the ecology of the island as well as the oldest lighthouse in Georgia, which is located on Little Cumberland.

It's disgusting that the Hazard Report is being hidden from public view. I worry that it is being hidden because policy-makers know it will hurt people & property on the island.

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

# Comment Form

## Public Hearing for Spaceport Camden Environmental Impact Statement

The Federal Aviation Administration (FAA), Office of Commercial Space Transportation released the Draft Spaceport Camden Environmental Impact Statement (EIS) on March 9, 2018. The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them. Please record your comments on this form and submit through one of the following means:

❶ Filling out this form and dropping it in the comment box at the public hearing

❷ Submitting your comments electronically to: FAACamdenSpaceportEIS@Leidos.com

❸ Mailing your comment form to: Ms. Stacey M. Zee, FAA Environmental Specialist
Federal Aviation Administration
c/o Leidos
2109 Air Park Road SE, Suite 200
Albuquerque, NM 87106

**Please Note:** Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

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☑ Please add my name to the email notification list for future updates.

☐ Please email me the link to the Final EIS at (provide email address here):

_____

**PLEASE PRINT CLEARLY AND LEGIBLY**

Name: AL KONETZNI Date: 11 Apr 18

Organization/Affiliation: Retired Military // Camden Partnership // Spaceport Board

Email: [redacted]

Comments:

Great set of partners! Good luck!!

Al Konetzni
Army, USA (Ret)

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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☒ Please add my name to the email notification list for future updates.

☐ Please email me the link to the Final EIS at (provide email address here):
[redacted]

**PLEASE PRINT CLEARLY AND LEGIBLY**

Name: Michael J. Fender Date: April 11, 2018

Organization/Affiliation: Camden County Board of Commissioners

Email: [redacted]

Comments:

I am an employee of Camden County. I am also a citizen of Camden County since 1986. I am very much in support of this spaceport project as I have watched how it has progressed since the idea began several years ago.

The potential is great and I look forward to this thriving industry being in Camden County.

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

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## Public Hearing for Spaceport Camden Environmental Impact Statement

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_____

**PLEASE PRINT CLEARLY AND LEGIBLY**

Name: Cecil Farley Date: 4-11

Organization/Affiliation: Resident - Camden County

Email: [redacted]

Comments:

(1) Who is paying for Spaceport Camden.
Survey asked me (I actually got a call from UGA + participated in survey) what would it take for me to support Spaceport.
Not one question asked me if I would support it if taxes needed to increase to pay for Spaceport

Note survey did ask if I would support it if taxes went down

(2) Has Kings Bay Sub Base given "thumb up" for having Spaceport as a neighbor just up the coast?

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Have you ever heard of "Two-Minute Mysteries?" Well, I have one for you. The title is "OVERKILL, or Why Does the FAA Keep Pushing Spaceports That America Doesn't Need?"

The FAA's Department of Commercial Space Transportation, which I will refer to as "the FAA" for short, is supposed to be an objective third party when it comes to spaceports. But when you read the draft Environmental Impact Survey, you can plainly see that not only is the FAA not objective, but they are willing to throw all caution to the wind, where citizen safety and financial security are concerned. In New Mexico, Texas, Oklahoma, and elsewhere, there are foundering spaceports that never should have been built, and they were all orchestrated by the FAA. And did you know that every non-NASA sponsored spaceport has been a dismal failure? There is no reason whatsoever to believe this one would be any different, and, in fact, every reason to believe it will be much, much worse.

According to Richard Thornburg - a retired NASA engineer, whom I met at Kennedy Space Center, and who has worked on projects from Apollo to the shuttles - the planned spaceport here is, quote, "not feasible." He plainly stated that rockets could go astray and fly into the city of St. Marys, or crash onto I-95, and was plainly shocked that rockets would be launched over occupied private property. What if, he asked, at any time, the self-destruct sequence has to be activated? He says those who have stated that they back this project, like Newt Gingrich, need to do some more homework.

Mr. Thornburg said that, contrary to what some have claimed, there are plenty of launchpads on the east coast already, including those at Kennedy Space Center and Wallops Island, Virginia. This NASA engineer said it didn't make sense to build another spaceport on the east coast. Did the FAA consult with NASA experts before embarking on this project? We'd like to know their names, if so, so we can contact them.

Another mystery is that the draft EIS doesn't mention that the Camden Spaceport launchpad would be on a toxic waste dump, which is over the Floridan Aquifer, the source of our drinking water! Why would the FAA leave that out of the EIS? Was it just too inconvenient for their plans to mention that rocket vibrations could cause the toxins to migrate, possibly poisoning Camden citizens?

Equally mysterious is why the FAA would name residents of Cumberland Island and others "authorized persons." Do the laws of physics not apply to these people? Have they been specially trained? Are their houses made of impervious materials that will not burn or explode when they come in contact with fiery debris? No, it's just that all common sense and science are being thrown out the window, including making the hazard zones ridiculously small, because the FAA is willing to put our lives at risk, and here's the kicker, *in order to make it seem like more progress is being made in the area of commercial space transportation than is actually the case.*

I hate to use the "f" word, but there is a lot of ***fraud*** in the modern space industry, in areas such as rocket landings, satellites, and space planes, among others. We are not going to sit idly by while professionals in the industry lie to our people, especially our children, about jobs that will never materialize, when they know better. In response, we are going to make Camden County **GROUND ZERO** for actively exposing the rampant fraud in today's space industry. Do you really believe that they launched a Tesla into space? If you do, I have a bridge to sell you. But let's just hope that our county commissioners, who I still believe want the best for us, don't buy the bridge the FAA is trying to sell. We will reveal all the details in the coming weeks about why giving up Cumberland Island to have a spaceport would be the worst investment this county ever made. We will not be just another victim of this scam of monumental proportions. Stopping this project is going to be one BIG STEP for Camden County, and one giant leap toward the explosive, not to mention scandalous, truth, about the big business of space.

Terri Kellen
Kingsland

April 9, 2018

Ms. Stacey M. Zee, Environmental Specialist
Federal Aviation Administration
C/O Leidos
2109 Air Park Road SE, Suite 200
Albuquerque, NM 87106

RE: Draft Camden Spaceport Environmental Impact Statement

Dear Ms. Zee,

As Camden County residents for the past 39 years and as Little Cumberland Island property owners for the past 20 years we wholeheartedly endorse and support the Camden County Spaceport project and the Draft Environmental Impact Statement recommendations. We also know from conversations with other Little Cumberland Island property owners, there are other families that either support the project or are not concerned and have no reason to oppose it.

We are one of the 44 families with a part time cottage on Little Cumberland Island and our cottage is 1 of the 56 structures identified within the 83 degree trajectory hazard and closure area. We are not concerned about launches over Little Cumberland Island and over our part time residence. However, we are extremely concerned about the fire hazard that currently exists on Little Cumberland Island. This hazard is not from anticipated spaceport operations, but rather resulting from the unprecedented fuel that is on the ground from hurricanes Matthew and Irma. There are thousands of downed trees and still standing dead live oak trees throughout the island. This is an imminent fire hazard. As described in the EIS page 30-86, lines 13 through 19, current fire protection on Little Cumberland Island is hampered by significant logistical issues. We see the Camden County Spaceport project as an opportunity for the Camden County Commission, the Georgia Forestry Commission and the Little Cumberland Island Homes Association to work jointly on meaningful fire protection for Little Cumberland Island including the potential placement of equipment and a structure to house the equipment on the Island, thereby mitigating some of the logistical issues.

Please note that we object to the delaying tactics being proposed by opponents to the project to further extend the comment period. The period has already been extended to June 14, 2018. Certainly, this is sufficient time for any reasonable analysis and subsequent comments regarding the environmental impact statement.

On page 3-65, lines 30 to 31 the EIS states: *"The Little Cumberland Island dock is open approximately 1.5 hours per tide due to the depth of the water"*. As boaters who

frequently access this dock, this is not accurate for boats with an average draft of 2.5 feet. The typical tide allows access for approximately 4.5 hours per tide.

We appreciate the opportunity to submit these comments and we thank you and the other individuals responsible for the preparation of the Draft Camden Spaceport Environmental Impact Statement.

Respectfully Submitted,

Craig Root Mary Root

Craig and Mary Root
Woodbine, Georgia

**My name is Jim Gant, [redacted] and speaking in strong support of Spaceport Camden.**

**I arrived in Camden County in 1982 as a Navy Civil Engineer Commander to help plan, design and construct the Naval Submarine Base Kings Bay. At that time, the Navy was looked on with suspicion, some openly against the Navy presence. However, the Navy has proven a wonderful neighbor and employer, now contributing some 1 Billion Dollars annually to the local economy and employing some 9,000 employees. For the Submarine Base, an extensive environmental impact study was conducted that guided planning, construction and indeed current operations over some 17,000 acres which includes substantial environmental benefits such as the current operation of a large solar farm to provide clean energy to the State of Georgia. The Navy was without doubt the first game changer in Southeast Georgia.**

**The Spaceport is the next big game changer for Camden County and surrounding counties and indeed the entire State of Georgia.**

**As a longtime registered, now inactive, professional civil engineer in the State of Georgia, I was honored to be involved in the initial vetting of the proposed Spaceport and became absolutely convinced that this proposed location is one of the best for a medium sized Spaceport anywhere in the United States. The draft Spaceport Environmental Impact Study comprehensively addresses the many associated questions and issues including environmental concerns and impact on Cumberland Island while setting aside a large conservation area around the site.**

**It is now time to move forward with this unbelievable opportunity and make Spaceport Camden a reality.**

**There is risk in every aspect of life and in every decision. But we only move forward when we are not afraid of challenging that risk and moving forward with opportunities such as Spaceport Camden.**

**If a nuclear submarine base can be successfully constructed and operated just south of the proposed Spaceport, then there is little doubt that the Spaceport can be similarly sited, constructed, operated and the next game changer for Southeast Georgia.**

# Landowners object to spaceport

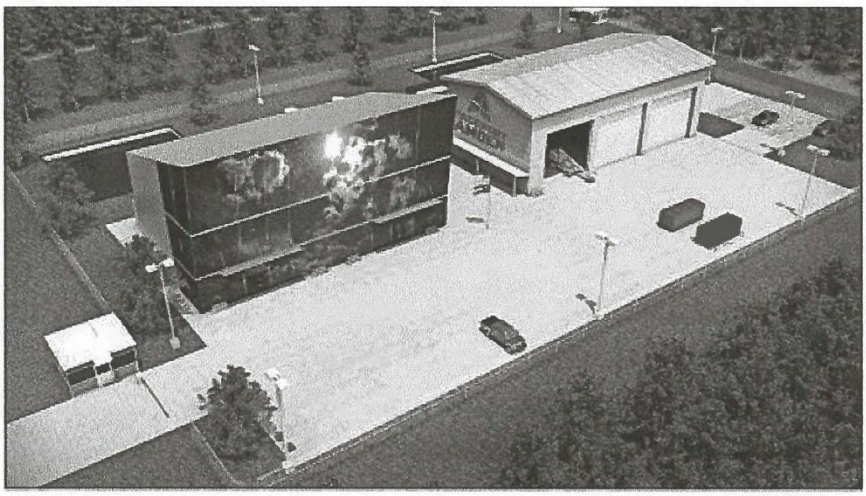
Karen Grainey

*By Mary Landers* ***mary.landers@savannahnow.com***

The way some property owners on Little Cumberland Island see it, they're being redefined right off their land.

Last month the Federal Aviation Administration released a draft environmental impact statement for the proposed Spaceport Camden that calls Little Cumberland's full and part-time residents "authorized persons" who may remain on the island during the dozen annual planned rocket launches from the launch pad about five miles away.

Dick Parker, for one, doesn't want to be authorized to stay on the idyllic island, accessible only by boat, as rockets fly overhead. He wants to be protected from a rocket failure and a potential loss of property rights just like any other member of the public.



**An artist's rendering shows the Spaceport Camden facility.** [IMAGE COURTESY SPACEPORT CAMDEN]

"We don't see any precedent," Parker said. "When you look at the definition of the public, it's us."

The term in question didn't come from the FAA, spokesman Hank Price wrote in an email.

"The term 'authorized persons,' as used in the (document), is a term that Camden has used to describe individuals who may be permitted by the site operator to remain in certain areas on Cumberland Island and Little Cumberland Island during operations at the proposed launch site," he wrote. "It is not a term used anywhere in FAA regulations."

Camden County is proposing the Spaceport as an economic development boost that will bring jobs and technology to a 12,000-acre brownfield site once occupied by Union Carbide.

The county would construct and operate a commercial space launch site consisting of a vertical launch site, a landing zone, a control center complex, and another facility that would include provisions for visitors and viewing launches.

Once complete, the site would be offered to commercial operators for up to 12 vertical launches and up to 12 landings per year. Camden has spent more than $3.5 million so far on the project, plus nearly $1 million on an option to buy the property.

Last month, the FAA released the project's draft environmental impact statement, a 400-plus-page document produced by Virginia-based consultants Leidos. The FAA will hold hearings Wednesday and Thursday evening in Kingsland to collect public comment on the document. Property owners on Little Cumberland intend to be there.

**Term of convenience**

Spaceport Camden Consultant Andrew Nelson said on Friday that calling residents and others "authorized persons" is a "term of convenience" and while that specific term doesn't occur elsewhere in FAA documents, the concept does. He pointed to Brownsville, Texas, where the terms "soft closure zone" encompasses an area where residents are allowed to remain during a launch.

But Little Cumberland property owners like Parker fear their property will be within a "land hazard area," where federal regulations say no members of the public are allowed during a launch. Designating residents and campers at Cumberland Island National Seashore as "authorized" doesn't actually decrease their risk of being injured by flaming debris should a rocket launch fail, and it sounds to some owners like a taking of their property rights. It's an issue they've raised repeatedly in the past, including at a committee hearing of the Georgia General Assembly last year.

At that time, Spaceport Camden spokesman John Simpson refuted their claim, implying there was an FAA definition of "authorized persons."

"I want to address issues brought by property owners and correct those issues," Simpson told the House Judiciary Committee on Jan. 31, 2017. "One of the claims that was made was that any space flight would require the closure of Cumberland Island and therefore would be a taking of property rights. That's a misreading of the federal law. A closure area is only required for non-authorized persons. Homeowners are considered to be authorized persons so therefore that would not be an issue. It would not necessarily be a taking."

In a telephone interview on Friday, however, Nelson said the homeowners on Cumberland wouldn't be an issue, not because they're "authorized" but because Cumberland and Little Cumberland won't have any designated land hazard areas even for the largest-sized rocket Spaceport Camden intends to fly.

"What we're saying is that land hazard areas don't exist on Cumberland Island or Little Cumberland Island based on the analysis of the trajectories that are in the draft EIS for the largest size rocket we intend to fly for Spaceport Camden," he said.

Nelson said land hazard areas will exist around the launch pad, but will be contained inside the spaceport property.

Risk calculations are in progress to define that land hazard area and will be submitted in the next few months as part of a safety analysis. He declined to say the upper limit of how many people would be able

to stay on Cumberland before a launch would become too risky, though Little Cumberland's estimate of a maximum of 100 people at any one time didn't sound like too many to Nelson.

"We don't know that number; we haven't done that calculation," he said. "With what's there now we know we don't have a problem."

When Nelson was asked a similar question in 2016 at a State Senate Science and Technology Committee meeting about when the risk calculations would be finished, he told State Sen. Bruce Thompson that the company performing them, Aerospace Corporation, would conclude "probably in the next two to three weeks."

Ray Lugo, the director of the Florida Space Institute at the University of Central Florida, said it "defies logic" for Nelson to suggest Little Cumberland will be a safe place to be during a rocket launch from Spaceport Camden.

"Is he delusional?" said Lugo, who's been part of more than 100 rocket launches. "He's got launch corridors going right over the island."

Lugo recalled scrubbing launches at Vandenberg Air Force Base when just one boat was spotted in the area where debris could fall in the event of rocket error or failure.

"It would be a safety call," he said. "If a launch trajectory included one single person we probably would not launch."

**Other concerns**

Property rights are likely to be only one of many issues brought up at this week's hearings. Supporters of Cumberland Island National Seashore have already expressed concerns that launches will interfere with what for some visitors is a once-in-a-lifetime trip to the island's wilderness.

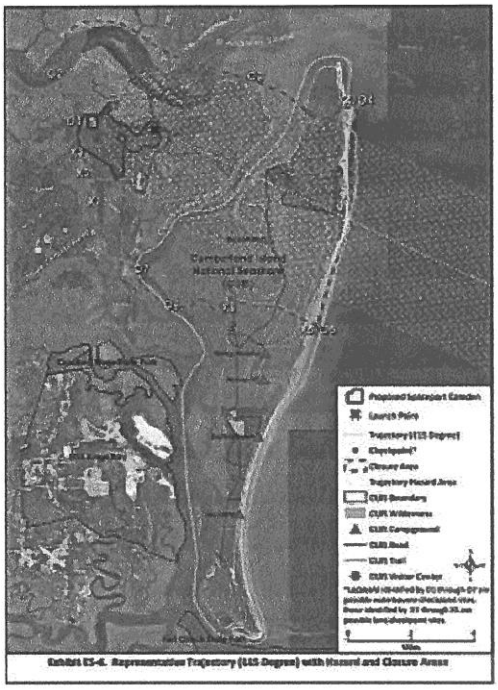
"Launches from the launch site would be generally to the east, resulting in launch closure and hazard areas that could include portions of Cumberland Island and Little Cumberland Island," the document states. Closures could last up to 12 hours on each launch day and up to three hours in a smaller area that does not include the islands for each test and rehearsal. All told, launches, tests and rehearsals are estimated to take place up to 36 times a year.

Others have concerns that the spaceport's site is too polluted to be safely disturbed by any construction. The property was used for the production of explosives and pesticides, and associated with a hazardous landfill.

Dave Kyler, executive director of the Center for a Sustainable Coast, drafted a letter to the inspector general of the U.S. Department of Transportation, under which the FAA sits, pointing out deficiencies in the document. He's most concerned about a lack of analysis of the site's history of toxic waste, including a restrictive covenant that prohibits disturbing the entire 4,011-acre site, a portion of which contains the proposed launch site.

"According to legal provisions applied to the covenant - which is a recorded deed restriction covering the entire site – the covenant would have to be legally eliminated or substantially modified to permit any land disturbance activities on any portion of the site," Kyler wrote. "The DEIS fails to properly describe the

covenant or suggest related impacts on the site development plans, much less evaluate such impacts and how to properly mitigate them."



**The image from the draft EIS shows a trajectory over Little Cumberland.**

The FAA will hold two public hearings to solicit comments on the Draft EIS on from 5:30 - 8:30 p.m Wednesday and Thursday at the Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, 912-729-5600.

The FAA will accept public comment concerning the scope and content of the Draft EIS until June 14. Send comments by email to **faacamdenspaceporteis@leidos.com** , or by mail to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents.

# *House of Representatives*

**JASON SPENCER**
REPRESENTATIVE DISTRICT 180
28 YACHTSMEN COURT
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(912) 576-5810 (H)
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ROOM 501
ATLANTA, GA 30334
(404) 656-0177
FAX (404) 651-8086

STANDING COMMITTEES:

SPECIAL RULES, SECRETARY
JUVENILE JUSTICE
SCIENCE & TECHNOLOGY
GAME, FISH AND PARKS
HUMAN RELATIONS AND AGING

April 11, 2018

**SENT VIA EMAIL**

Stacey M. Zee, Environmental Specialist
Federal Aviation Administration
c/o Leidos
2109 Air Park Road SE, Suite 200
Albuguerque, NM 87106
FAACamdenSpaceportEIS@Leidos.com

Re: Comments on Spaceport Camden EIS Draft Report

Dear FAA Administrators:

I want to thank you for your deliberative process that you have provided to the citizens of Georgia, and specifically the citizens of Camden County regarding the proposed Spaceport Camden site.

Since the Spaceport Camden project idea started to percolate a few years ago, many inside the State Capitol felt as if this project was only a dream. I can recall during the early phases of this discussion receiving strange looks from fellow legislators about the possibilities of actually launching rockets off the coast of Georgia. However, County leaders have continued to push for the realization of this project. I have been fully supportive of this idea, and the economic potential this project brings to the entire state.

What I know about this community I serve in the state legislature is that we are a proud people that cherish our rivers, streams, marshes and barrier islands. It is part of our identity and we embrace its beauty, its history and the heritage it brings to our local culture. However, I have increasingly seen outsiders use the beauty of our environment as an economic restraint to hold back much needed economic prosperity from coming to our part of the state. Wildlife, environmental protection and the space industry has proven it can coexist. The natural wildlife preserves in both Wallops Island and at Cape Canaveral have proven that. Now, Camden County and the State of Georgia have real chance of good jobs coming here as well boosting tourism and our quality of life, while balancing this much needed economic desire within our local environment.

During my time in office, I and county leaders have gradually convinced the Georgia General Assembly and other state leaders of this project's viability. In addition, I currently serve as the chairman to the House Science & Technology's Subcommittee on Commercial Space Activities. I have held hearings on this subject matter in

1

order to bring awareness of this project to the members of the General Assembly and the public. As a result of these efforts, the Georgia General Assembly has scrutinized and reviewed legislation that was introduced in order to attract the commercial space industry to the state. Specifically, the General Assembly has passed three pieces of legislation since 2015 in preparations to welcome this industry to our state. In 2015, H.B. 18 was passed to remove unnecessary state regulation on aerospace engineers so the state could attract and retain these highly sought after professionals. The State of Florida removed the same regulation in their state; therefore, I introduced the same for Georgia to make us as competitive. Also, in 2017, H.B. 1 (the Georgia Spaceflight Act) was passed overwhelmingly by the General Assembly and signed by Governor Deal. This legislation drew the interest of many in the commercial space industry. The passage of this legislation has sent a message to the commercial space industry that Georgia is open for business. This year, with the help of my colleagues in the Georgia House of Representatives, I passed HR 1107. This resolution urged the state's Department of Economic Development to actively recruit the commercial space industry to Georgia in order for us to be the next great space state.

Georgia is preparing and ready to make history by becoming America's next great space state. I urge officials within the FAA to find solutions to mitigate any and all potential obstacles to this project. If you desire to partner with the State of Georgia to address any concerns, please do not hesitate to contact me. I stand willing to assist you in these important matters.

Sincerely,

Jason Spencer

Rep. Jason Spencer
Georgia House District 180
Camden, Charlton and Ware Counties

2

## F.4 Comments Submitted at Public Hearing - Thursday, April 12, 2018

# Comment Form

## Public Hearing for Spaceport Camden Environmental Impact Statement

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   2109 Air Park Road SE, Suite 200
   Albuquerque, NM 87106

**Please Note:** Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS. If you would like to receive a copy of the Final EIS or be added to the project email list, please check the appropriate box below.

☐ Please add my name to the email notification list for future updates.

☐ Please email me the link to the Final EIS at (provide email address here):

_____

**PLEASE PRINT CLEARLY AND LEGIBLY**

Name: JAMES H STARLINE Date: 4-12-18

Organization/Affiliation:

Email: [redacted]

Comments:

I AM IN FAVOR OF THE SPACE PORT IN CAMDEN

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

# Comment Form

## Public Hearing for Spaceport Camden Environmental Impact Statement

The Federal Aviation Administration (FAA), Office of Commercial Space Transportation released the Draft Spaceport Camden Environmental Impact Statement (EIS) on March 9, 2018. The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them. Please record your comments on this form and submit through one of the following means:

1. Filling out this form and dropping it in the comment box at the public hearing
2. Submitting your comments electronically to: FAACamdenSpaceportEIS@Leidos.com
3. Mailing your comment form to: Ms. Stacey M. Zee, FAA Environmental Specialist
   Federal Aviation Administration
   c/o Leidos
   2109 Air Park Road SE, Suite 200
   Albuquerque, NM 87106

**Please Note:** Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS. If you would like to receive a copy of the Final EIS or be added to the project email list, please check the appropriate box below.

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_____

**PLEASE PRINT CLEARLY AND LEGIBLY**

Name: Katie Howard Date: 4/12/18

Organization/Affiliation: Camden County Spaceport Supporter

Email: [redacted]

Comments:

As a Camden County citizen residing in the Harriet's Bluff region, I am a huge supporter of Spaceport! The economic impact alone is motivation to bring the project to our County. Our digest has been stagnant for years & the magnitude of this Space Port could throttle our tax income into hyper speed. We need it for our infrastructure our schools and our overall survivability. While all outcomes have some negative, the positive well exceed them

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

*Queen Quet*
*Chieftess of the Gullah/Geechee Nation*
*Gullah/Geechee Nation Headquarters*
[redacted]

April 11, 2018

Ms. Stacey M. Zee, Environmental Specialist
Federal Aviation Administration
c/o Leidos
2109 Air Park Road SE Suite 200
Albuquerque, NM 87106

Peace Ms. Zee!

I am writing this letter on behalf of the Gullah/Geechee Nation, the ***Gullah/Geechee Sea Island Coalition***, the ***Gullah/Geechee Sustainability Think Tank***, and the ***Gullah/Geechee Fishing Association*** in opposition to Spaceport Camden. Based on the Draft Environmental Impact Statement, due diligence has not been done regarding the people in the area where Spaceport Camden is being proposed. That area is part of the United States *Gullah/Geechee National Heritage Corridor* which is a national heritage area that was established by the US Congress in 2006. This spaceport can have negative impacts on the numerous Gullah/Geechee cultural resources and on the citizens of the Gullah/Geechee Nation.

It is evident that my people were not asked to provide input during the field work for the EIS given that Appendix F does not reference Gullah/Geechee culture nor any of our tangible and intangible resources. It also does not state how this proposed spaceport will impact these resources and our communities in coastal Georgia and beyond.

In fact, Page F-6 of the appendix entitled "Cultural Resources" is insulting to the Gullah/Geechee Nation and our ancestors. We take it that the statements "enslaved African Americans," "slave population," and "formerly enslaved" are all referring to our ancestors who are Gullah/Geechee people. This section references a perspective from that of the people that enslaved our ancestors without an accurate depiction of the history of land purchases by the Gullah/Geechee families that still remain on this coast. The storyline is written as if our presence diminished the value of the land and the area.

So, are we to take this to mean that as a result of this you did not see a need to actually communicate with the leaders of the Gullah/Geechee Nation and our citizens in Camden County concerning our quality of life and the negative impacts that this spaceport will have on our land and the surrounding waterways?

The citizens of the Gullah/Geechee Nation have water and land rights that need to be protected. We also support the continued protection from environmental harm of the Cumberland Island National Seashore and its visitors, wildlife, and residents. I have served on the ***National Park Relevancy Committee***. We support the work of the ***National Park Service (NPS)*** and the ***National Park Conservation Association (NPCA)***.

I do a great deal of work with the United Nations as a member of the directorate of the ***International Association of Human Rights for American Minorities (IHRAAM)*** which is an NGO with consultative status with the UN. The *United Nations Intergovernmental Panel on Climate Change* provides evidence that climate change is occurring as a result of rising greenhouse gas (GHG) emissions that are accelerating. Launches at Spaceport Camden would add to GHG emissions which is in opposition to the work that the leaders of the Gullah/Geechee Nation are doing with our aforementioned partnering organizations to build capacity to reduce said emissions throughout our homeland.

Sea level rise will also negatively impact the proposed launch site which appears to be within a Coastal Barrier Resource Area which is within a hurricane zone. According to the Coastal Barrier Resource System website:

"In the 1970s and 1980s, Congress recognized that certain actions and programs of the Federal Government have historically subsidized and encouraged development on coastal barriers, resulting in the loss of natural resources; threats to human life, health, and property."

The Coastal Barrier Resources Act (CBRA) of 1982 designated relatively undeveloped coastal barriers along the Atlantic and Gulf coasts as part of the John H. Chafee Coastal Barrier Resources System (CBRS), and made these areas ineligible for most new federal expenditures and financial assistance. CBRA encourages the conservation of hurricane prone, biologically rich coastal barriers by restricting federal expenditures that encourage development. What you are proposing is development which will no doubt require federal funds. Therefore, we do not see why this CBRA is under consideration for Spaceport Camden.

Gullah/Geechee people live from the waterways. Thus, negative environmental impacts will have direct effects on the continuation of our fishing and sea work traditions which is part of the cultural heritage that the *Gullah/Geechee Cultural Heritage Corridor* was created to celebrate and to protect.

Due to the cumulative negative effects that this spaceport's building and launches will have on land that is within the Gullah/Geechee Nation and ultimately on the continuing traditions of Gullah/Geechees, we opposed Spaceport Camden.

We look forward to your response to this letter.

Peace,

Queen Quet

Queen Quet
Chieftess of the Gullah/Geechee Nation
Founder, ***Gullah/Geechee Sea Island Coalition***
Secretary, ***Gullah/Geechee Fishing Association***

cc ***Gullah/Geechee Sustainability Think Tank***
***Gullah/Geechee Cultural Heritage Committee of Northeast Florida***
***IHRAAM***
***Gullah/Geechee Angel Network***
***Gullah/Geechee Fishing Association***

# APPENDIX G
# PUBLIC HEARING AND DRAFT EIS MEDIA COVERAGE

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# One Small Spaceport, A Giant Leap For Georgia

By CELESTE HEADLEE (/PEOPLE/CELESTE-HEADLEE) & EMILY CURETON (/PEOPLE/EMILY-CURETON) • JAN 10, 2018

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{http://mediad.publicbroadcasting.net/p/wjsp/files/styles/x_large/public/201801/camdenspaceport_0.JPG}

SpaceX continues to make headlines, sending its Falcon rockets into space and if Georgia has its way, those rockets could soon blast off from Camden County.

A public report (https://issuu.com/th1946/docs/spaceport_camden_-_mission_possible) on Camden County's bid for a spaceport came out recently. Laura Forczyk is an author of it, and the owner of Astralytical. The Atlanta-based consulting firm is working on Camden County's plans for a launch site.

Listen
7:05

*We discuss plans for a launch site in coastal Georgia.*

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On Second Thought (/programs/second-thought)

# Spaceport Proposal Ignites Environmental Concerns

By EMILY CURETON (/PEOPLE/EMILY-CURETON) & CELESTE HEADLEE (/PEOPLE/CELESTE-HEADLEE) • JAN 26, 2018

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*A rendering of Spaceport Camden.*

ASTRA LYTICA

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6:20

*The case against Spaceport Camden.*

A report (https://issuu.com/th1946/docs/spaceport_camden_-_mission_possible) on Camden County's bid for a spaceport came out a few months ago. Laura Forczyk is an author of it, and the owner of Astralytical (http://www.astralytical.com/). The Atlanta-based consulting firm is working for Camden County on developing its plans for a launch site and space education center, which supporters say will bolster the economy.

But some Southeast Georgia residents and environmental advocates are sounding an alarm. They doubt the economic benefits, while pointing to pollution and erosion issues at the proposed spaceport site. Megan Derosiers is the President and CEO of One Hundred Miles (http://www.onehundredmiles.org/), a group advocating for conservation along the state's 100 mile-long coastline. She says Spaceport Camden is a bad idea. We hear her perspective on the environmental issues at stake.

TAGS: SPACE (/TERM/SPACE) SPACEPORT (/TERM/SPACEPORT) CAMDEN COUNTY (/TERM/CAMDEN-COUNTY)

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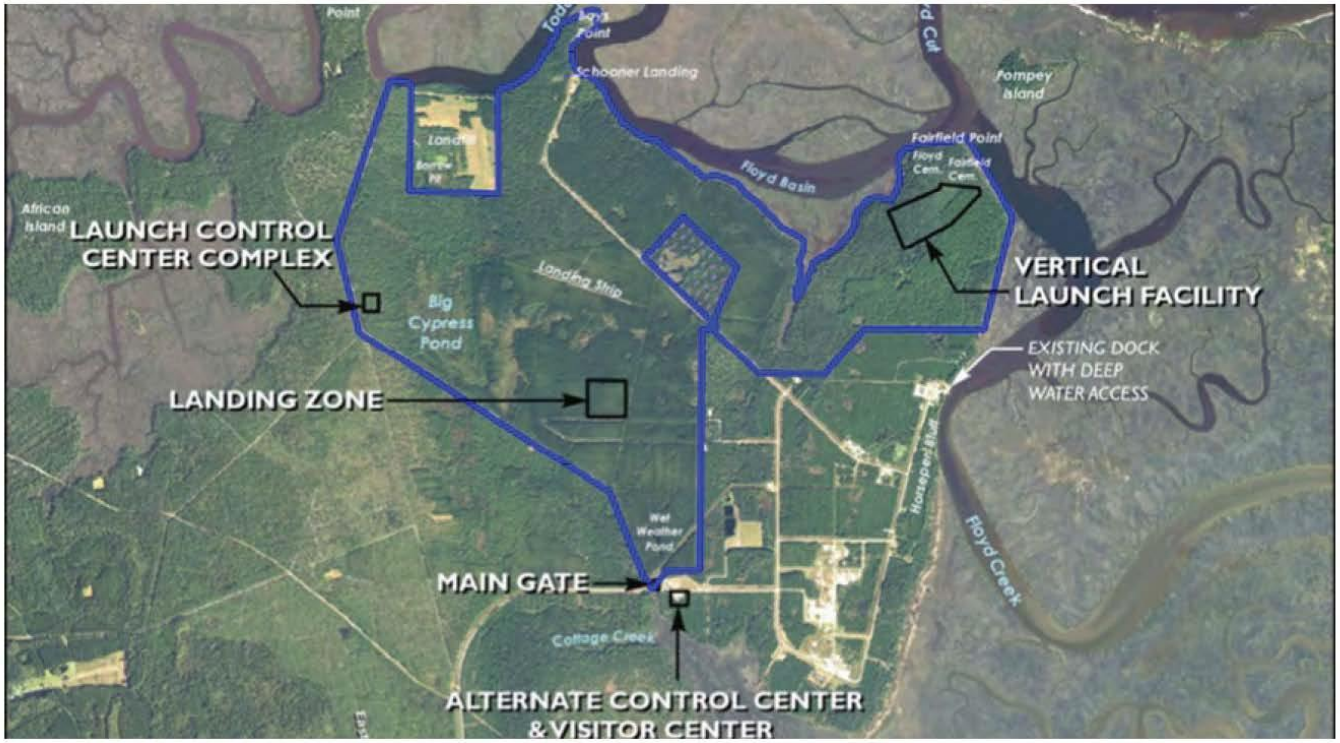
SPACENEWS

## FAA releases draft environmental assessment of proposed Georgia spaceport

by **Jeff Foust** — March 9, 2018



The layout of the proposed Spaceport Camden, which Camden County, Georgia, seeks to develop near the Atlantic coast, as outlined in an FAA draft environmental impact statement. Credit: FAA

WASHINGTON — A proposed spaceport on Georgia's Atlantic coast is one step closer to approval with the release of a draft environmental impact statement regarding the launch facility.

The report by the Federal Aviation Administration's Office of Commercial Space Transportation, published March 8, assessed environmental effects from both the construction of Spaceport Camden and proposed launch operations, which could also include landings of vehicle stages back at the spaceport.

The draft report makes no specific findings or conclusions beyond identifying construction of the launch site as the "preferred alternative," but its assessment of various environmental effects, from air and water pollution to noise and visual effects, identified no obvious conflicts with local or federal regulations that could not be mitigated in some way.

The proposed spaceport, to be built on land once used by Thiokol to produce and test solid rocket motors, would include a vertical launch site, landing pad and other launch control and support buildings. The spaceport would host up to 12 launches a year of small to "medium-large" launch vehicles, flying on a narrow range of azimuths to the east and east-southeast.

The assessment didn't consider a specific launch vehicle but rather a "representative" design. The concept of operations of that vehicle most closely resembles SpaceX's Falcon 9, based on the ability of its first stage to land back at the launch site as well as the use of static fire tests prior to launches.

The report also considered an alternative design that did away with the landing pad, instead landing first stages on a ship offshore or disposing of them entirely. The report classified that concept as the "Environmentally Preferred Alternative" because "it eliminates certain environmental issues associated with landings at the spaceport site," including both the construction of the landing pad and sonic booms from the landings.

The spaceport would have some effect on the environment of the site and surrounding area, and the report notes steps launch site developers would have to take to prevent release of potentially contaminated materials at the site and protection of potential archeological sites of historical interest there.

Another issue is noise from launches and landings, which the report notes could disturb visitors at nearby Cumberland Island National Seashore who "can be assumed to appreciate the quiet natural setting of the island and to, conversely, be particularly sensitive to non-natural sound events." However, it argues that people who would be on the island during launches would be aware of the launch plans and would not necessarily be representative of typical park visitors.

"Because rockets generate such a distinctive sound, and because listener's feelings about rocket launches can be expected to have a strong effect on their reactions to the rocket's noise," it concludes, "previous social surveys conducted on people's reactions to aircraft noise in National Parks would not be good predictors of people's reactions to rocket noise."

Supporters of the spaceport welcomed the release of the draft environmental assessment, without commenting on its findings. "We believe we are the only local government in the country to embark on an EIS for a vertical launch site, and it is a testament to the vision of the Board of County Commissioners and to the citizens of Camden County who supported us through this process," said Steve Howard, commissioner of Camden County, in a March 9 statement.

Even before the report's release, opponents of the spaceport, who fear launches or launch accidents could jeopardize Cumberland Island, pressed their case that the launch site should not be built. Protect Cumberland Island, which identifies itself as "a grassroots campaign to create awareness of the threats that a proposed spaceport presents to the Cumberland Island National Seashore," said in a March 6 statement it would start a new effort to raise awareness about the risks it sees from the launch site.

"The Protect Cumberland Island education campaign is meant to amplify a clear and simple message: Cumberland Island National Seashore should not be put at risk from rockets," the organization said in its statement.

The release of the draft environmental impact statement begins a public comment period that runs until May 7. The FAA will hold two public hearings on the draft report April 11 and 12 in Kingsland, Georgia, near the proposed spaceport site. Those comments will be incorporated into a final version of the assessment that will support a decision by the FAA whether to grant a launch site operator license for the spaceport.

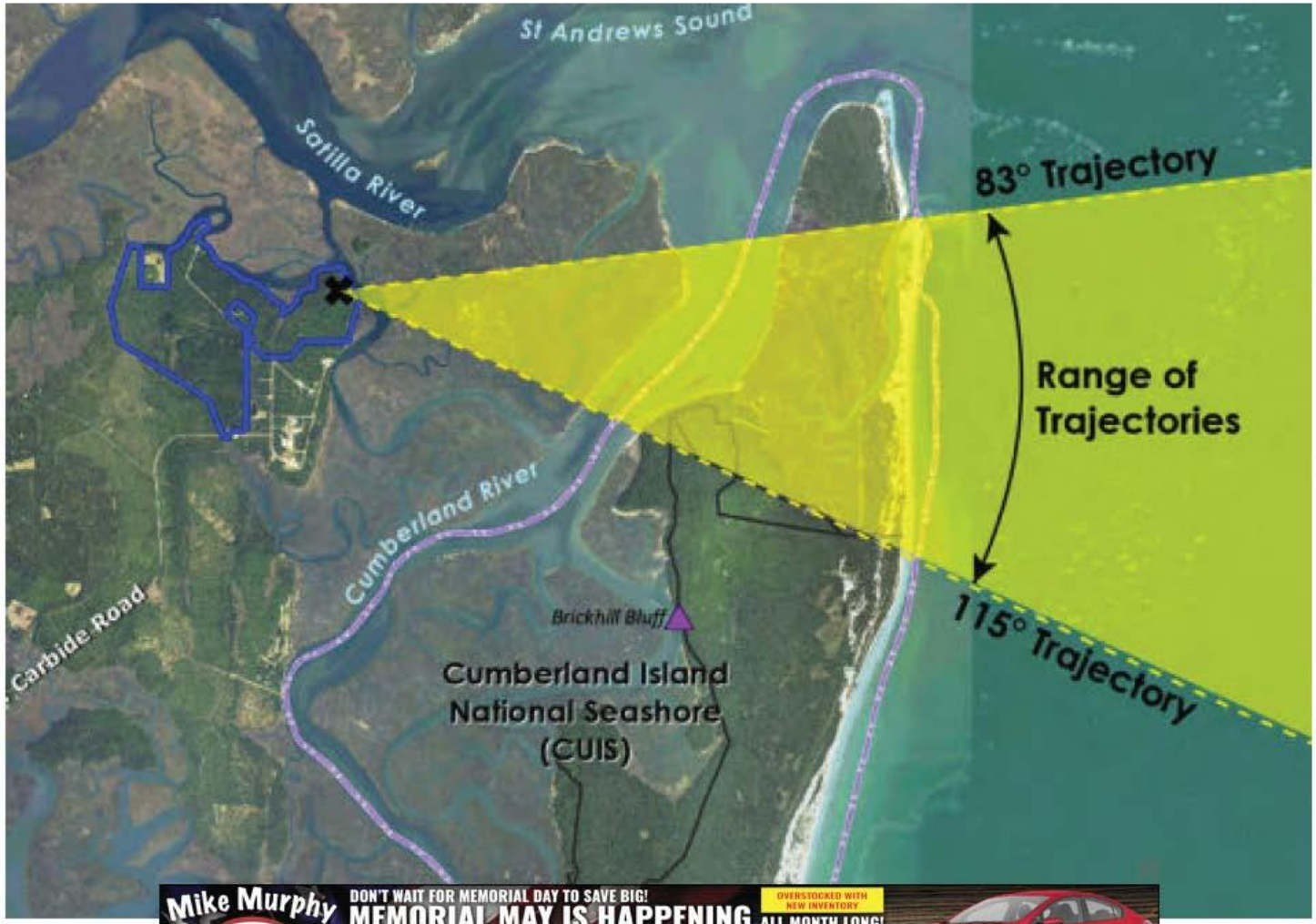
LAUNCH PEOPLE SPACEPORT

https://thebrunswicknews.com/news/local_news/faa-study-recommends-to-allow-launches-at-spaceport-camden/article_756e5893-58e2-55b9-8a7c-1c40869802e6.html

# FAA study recommends to allow launches at Spaceport Camden

By GORDON JACKSON gjackson@thebrunswicknews.com Mar 10, 2018

5/18/2018 FAA study recommends to allow launches at Spaceport Camden | Local News | The Brunswick News




This graphic from ar ge of trajectories of Spaceport Camden.

https://thebrunswicknews.com/news/local_news/faa-study-recommends-to-allow-launches-at-spaceport-camden/article_756e5893-58e2-55b9-8a7c-1c40869802e6.html 2/9

Provided graphic

WOODBINE — Camden County may soon become Georgia's space coast.

The preferred alternative in the Federal Aviation Administration's environmental impact statement released Thursday afternoon is to allow as many as 12 launches a year from Spaceport Camden.

State Rep. Jason Spencer described the recommendation as "a major milestone" in Camden County's efforts to establish a commercial spaceport.

"Georgia has now officially entered into an elite group of space states," he said. "Commercial space companies will see this as a major development and will start heavily considering Georgia's aerospace assets and create high paying jobs for our citizens. This is just the beginning of a great and new economic development legacy for Georgia."

The FAA will require a site operator license and a launch license for each vehicle launched from the site, as well as further environmental review to determ

Other operation be at night.

All the launches would have a limited trajectory that would take the craft over the north end of Cumberland Island National Seashore or Little Cumberland Island. The FAA is considering launch ranges from 83 to 115 degrees from true north, according to the study.

John Simpson, a spokesman for the county, said the limited trajectories should not be a deterrent to potential launches.

"We are confident the launch trajectories examined by the FAA in the EIS are satisfactory to launch operators looking to locate at Spaceport Camden," he said. According to the report, exact launch trajectories for individual missions are not covered in the scope of the EIS, but will be identified by launch operators and evaluated by the FAA if/when an operator applies for a launch license with the FAA.

Medium-large lift-class launch vehicles with a gross liftoff weight of approximately 750,000 to 1.5 million pounds with an approximate length of 200 to 250 feet could be launched from the site.

Emily Jones, campaign manager for National Parks Conservation Association, disagreed with the recommendation because launches would go over Cumberland Island.

"We just feel thi erned."

The study — more than 400 pages long— does acknowledge the island will be impacted by construction of the spaceport, located 3.5 miles away, but it will be minimal, the study suggested.

"The noise would not substantially limit the use or diminish the quality of any of the Section 4(f) properties, such that their value would be impaired," the study said. "Additionally, there would be no direct impact to historic properties and vibration from construction (e.g., pile driving) would be far enough away that there would also be no indirect effects."

Noise from launches is also not expected to upset some park visitors, the study said.

"However, the noise events would be infrequent and FAA does not expect operational activities to result in significant adverse impacts," according to the report.

When individual licenses are applied for, the FAA will evaluate potential restrictions in access, and for park and recreation area closures. But the preliminary determination is that the "operations under the proposed action would not result in a constructive use of parks, recreation areas, or historic sites."

Jones said a spa ... ss the nation.

"Cumberland Island does not just belong to the citizens of Camden County," she said. "It also belongs to the citizens of the United States."

She also expressed concerns about launch delays, which often happen at sites across the nation.

"We've seen delay, after delay, after delay for space launches," she said.

According to the report, closures could last up to 12 hours on a launch day, with four to six hours being the typical closure time for a nominal launch. The 12-hour closure period allows for potential aborts and contingencies.

A closure for a wet dress rehearsal or static fire engine test would be shorter than for a launch, typically three hours or less and would include only those areas within a 2-mile radius of the launch pad, the study said.

Provisions for residents, vacation house owners, campers and National Park Service personnel will have transportation provided "should those persons wish to depart the area" for a launch.

Camden County Administrator Steve Howard said the recommendation is the culmination of years of work to establish a commercial spaceport.

"Today is a historic day for Camden County," he said. "We believe we are the only local government in the country to embark on an EIS for a vertical launch site, and it is a testament to the vision of the Board of County Commissioners and to the citizens of Camden County who supported us through this process."

The FAA recommendation has already attracted the interest of some commercial space businesses.

"Launch operators need more launch sites, and Camden County has one of the best locations on the East Coast. We are excited to see the FAA's review of [illegible] for Vector, a company that co[illegible]

He said his company intends to be "the first to launch an orbital rocket from Spaceport Camden."

While some critics question if a commercial spaceport will succeed where so many others have struggled to become viable businesses, others familiar with the growing commercial space industry believe the Camden site will be a success.

Major General Robert S. Dickman (ret), the former commander of the 45 Space Wing and Director of the Eastern Range at Cape Canaveral, Fla., said there is a need for more launch sites.

"Having overseen the Eastern Range for the United States Air Force and been involved with commercial space for the past decade I can attest to the growing launch demand in the commercial space sector," he said. "A dedicated, commercial, vertical launch facility on the East Coast is a valuable asset for Coastal Georgia and for the space launch industry."

Public hearings to discuss the environmental study will be conducted by the FAA from 5:30-8:30 p.m. on April 11 and 12 at the Camden County Recreation Center Community Room, 1050 Wildcat Drive in Kingsland.

Copies of the study are available for review at public libraries in Brunswick, St. Simons Island, Kingsland and St. Marys during regular business hours.

The FAA will also accept public comments through May 7 to address specific impacts of the recommended study and the merits of alternatives.

Comments can be mailed to. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments can also be sent by email to FAACamdenSpaceportEIS@Leidos.com.

Simpson said no decision has been make whether the spaceport will be exclusive to one operator.

"Those decision County will work to maximi

LOG OUT

# FAA to take public input on environmental impact of Spaceport Camden

By Maya T. Prabhu - The Atlanta Journal-Constitution

The Thiokol Chemical Corp. firing pit, aerial view, in 1964. The former rocket testing site is now the location of the proposed Spaceport Camden. Wooster, Kirk

Posted: 10:49 a.m. Monday, March 12, 2018

Coastal Georgia officials are one step closer to bringing a commercial rocket launch pad to Camden County.

The Federal Aviation Administration this week released the draft of an environmental impact statement that will be used to decide whether the government will allow satellites, supplies and possibly people to be launched into orbit from the former manufacturing property.

Steve Howard, Camden County's administrator and Spaceport Camden project lead, called the release of the impact statement a "historic day."

The spaceport is part of the county's strategic plan, with officials saying development of the project will help the region's economy and bring diverse job opportunities to the area.

The 11,000-acre site, located in Waverly, used to serve as a manufacturing depot for insecticides, chemicals and trip flares. The property, owned by Bayer CropScience, also has served as a rocket test site.

Residents and property owners on nearby Cumberland Island and Little Cumberland Island said they are concerned about having rockets launch so close to their homes.

## Related

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Kevin Lang, who owns a home on Cumberland Island, said his biggest concern is that the impact statement lists residents and visitors on those islands as being "authorized persons."

That means during rocket launches, they don't have to evacuate, but that raises safety concerns.

"There is no precedent for that," Lang said. "The FAA has never allowed a rocket to be launched while people are in a hazard area."

Residents recently launched Protect Cumberland Island, what they're calling an education campaign to share their concerns about the project.

The public can review the draft environmental impact statement through May 7 online and in person at the Camden County, St. Mary's, Brunswick-Glynn County and St. Simons Island public libraries.

There also will be public hearings held April 11 and 12 at the Camden County Public Services Authority Recreation Center. The FAA will then review the public response and issue a final environmental impact statement at some point in the following months.

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# PUBLIC HEARINGS SET FOR CAMDEN COUNTY ROCKET LAUNCH FACILITY

Mon, 03/12/2018 - 2:34 pm Fernandina

## A draft Environmental Impact Statement has been released.

The Federal Aviation Administration has released the draft Environmental Impact Statement for Spaceport Camden, the fledgling rocket-launching facility located near Woodbine, Ga., and the public comment period is now open, according to a news release.

The draft EIS will be made available for public review and comment on the internet through May 7, according to the release. The FAA will also hold two public hearings in Camden County to present the findings from the draft EIS and to receive public comments. The public hearings are scheduled for April 11 and April 12, from 5:30 to 8:30 p.m. at the Camden County Public Service Authority Recreation Center, 1050 Wildcat Dr, Kingsland, GA 31548. Call (912) 729-5600.

The EIS process for Spaceport Camden began in the fall of 2015, according to the news release, and includes the environmental impact of all proposed construction and operational activities, including those from launches of orbital and suborbital vertical launch vehicles and first-stage landings at Spaceport Camden.

The draft EIS evaluates the potential environmental impacts associated with air quality; biological resources (including fish, wildlife, and plants); climate; coastal resources; farmlands; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological and cultural resources; land use; natural resources and energy supply; noise and noise-compatible land use; publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites; socioeconomics, environmental justice, and children's health and safety risks; visual effects; and water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers). The EIS and more information can be found here:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camd

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71.6 °F
Chance Thunderstorms
SSW Wind 5.7mph

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| 69 81 | 70 81 | 71 80 | 71 81 |
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UPCOMING EVENTS

- **Farmers market**
  05/19/2018 - 9:00am to 1:00pm

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Savannah Morning News.

# Spaceport could trigger 12 Cumberland Island evacuations a year

By Mary Landers
Posted Mar 14, 2018 at 4:47 PM
Updated Mar 15, 2018 at 5:11 PM

Portions of Cumberland Island National Seashore could be evacuated a dozen times a year to accommodate rocket launches from a proposed commercial spaceport less than 10 miles away on the mainland, according to a draft environmental impact statement the Federal Aviation Administration released last week.

The more than 400-page document evaluates the impacts of construction and operation of the proposed launch facility at the selected brownfield site. The FAA tapped Virginia-based consultants Leidos to produce the review, for which project sponsor Camden County is paying more than $700,000.

"Launches from the launch site would be generally to the east, resulting in launch closure and hazard areas that could include portions of Cumberland Island and Little Cumberland Island," the document states. Closures could last up to 12 hours on each launch day and up to three hours in a smaller area that does not include the islands for each test and rehearsal. All told, launches, tests and rehearsals are estimated to take place up to 36 times a year.

Camden County government celebrated the document as progress.

"Today is a historic day for Camden County," Camden County Administrator and Spaceport Camden project lead Steve Howard said in a prepared statement . "We believe we are the only local government in the country to embark on an EIS for a vertical launch site, and it is a testament to the vision of the Board of County Commissioners and to the citizens of Camden County who supported us through this process."

But the threat of repeated evacuations of the hazard areas are the focus of concern on both Cumberland Island, which is administered by the National Park Service, and on Little Cumberland Island, which like its larger neighbor hosts permanent and part-time residents as well as visitors from around the world.

Kevin Lang's family owns property on Little Cumberland Island. It's not acceptable to be told to leave for a rocket launch, he said.

"They can't take our property," said Lang, an attorney whose main residence is in the Athens area. "That's a taking the minute they tell us to leave."

In what Lang sees as an attempt to sidestep the problem, the newly released document defines some residents, vacation homeowners and visitors as "authorized persons" who won't be forced to leave.

For example, a table outlining security measures on launch days suggests that at three hours before a launch organizers would "Restrict access to only authorized persons (property owners, permitted campers, NPS personnel, etc.) in closure areas."

"The reason they're getting cute is if they acknowledge we can't be there, the project is over," Lang said.

The document emphasizes the minimal numbers of people who will be affected: "Both are barrier islands, with a significant portion of the islands being marshland and tidal creeks," it states. "The Cumberland Island National Seashore consists of the two islands and a large portion of Cumberland Island has been designated as a Wilderness Area. The number of visitors to the island is restricted to only a few hundred people a day. Little Cumberland Island is privately owned, and the two islands have a small population most of whom generally live on the island part-year."

Advocates for the park emphasize that the wilderness area would be difficult to evacuate precisely because it's wild and lacks fixed places to stay. Moreover, visitors from all over the world come to Cumberland Island, often booking their stays months in advance. Once-in-a-lifetime trips could end up overlapping with a launch day. The draft

environmental impact statement states "Camden County and/or the launch operator would notify the public anywhere between one month to three days prior to a launch/landing operation requiring a closure."

Park advocates also note that the national park is publicly owned.

"Cumberland Island National Seashore belongs to all Americans and we must protect it so that future generations have the opportunity to experience the unspoiled serenity of this national treasure," Emily Jones, Southeast Campaign Director, National Parks Conservation Association, said in a prepared statement."The FAA's final EIS must prioritize public safety and protection of the cultural, environmental, recreational and economic values Cumberland Island National Seashore provides. There are suitable sites for spaceports throughout the county but next to this national park is not one of them."

Camden County, though, is gambling that Spaceport's price tag – the county expects to spend more than $5 million on the brownfield property alone – will pay off in economic development as launch demand grows in the commercial space sector.

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Tribune & Georgian

# DRAFT EIS HEIGHTENS LANDOWNER'S CONCERNS ABOUT PROPERTY RIGHTS

Thu, 04/05/2018 - 1:13am TribuneG1

**BY: JILL HELTON**
publisher@tribune-georgian.com

For the private property owners of Little Cumberland Island, the draft environmental impact statement for Spaceport Camden has done little to alleviate their concerns about launch safety.

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Environmental worries remain
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The result of more than two years of data collection and research about the site, the EIS is a required part of Camden County's quest to license a commercial spaceport at Harrietts Bluff.

The Federal Aviation Administration, which conducts the EIS through contractors, is collecting comments on the draft through mid May.

Although the draft EIS indicates the site is suitable for the type of launches Camden is proposing, each individual launch will have to be scrutinized and run through a risk analysis before the FAA can issue a license to proceed.

Kevin Lang, an Athens attorney whose family owns property on Little Cumberland, and some of his fellow landowners are questioning how Camden County can meet the necessary thresholds to safely conduct a launch without somehow restricting their property ownership rights or worse, putting their lives and property in peril.

Now that the draft EIS has been released and risk assessments have been conducted, they say the county is denying access to the raw data that they used for those calculations. Lang said without the data inputs, such as how many people could be present on the day of a launch, they can't even double-check the math.

"How do you evaluate the safety of a spaceport if you can't see what happens when a rocket explodes?" Lang asked.

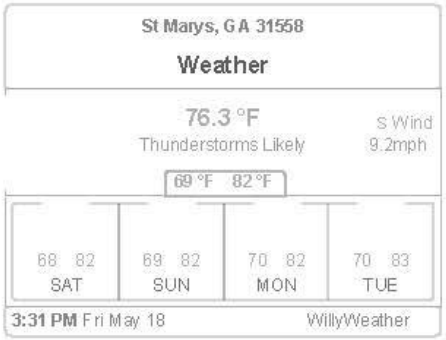
He said spaceport operations would be in direct conflict with the Little Cumberland Island homeowners association's agreement with the U.S. Department of Interior to conserve and protect the island.

"The association takes this obligation very seriously, and we don't think allowing the island to be put at risk from exploding rockets is consistent with that obligation," he said.

**"Authorized persons"**

The Spaceport Camden EIS states the landowners would be deemed "authorized persons" during launches so that they could remain on the island during launches.

Lang and others feel that this is a deliberate attempt by the county to sidestep the law in a way that would put their lives and property at risk. He also said there was



no precedent for using the term "authorized persons" to exclude landowners who may choose to be on their property at the time of the launch.

By comparison, the launch pad for SpaceX's commercial spaceport in Brownsville, Texas, is just 2 miles from the homes at Boca Chica Beach. Those homes are located in the closure area near the launch control center, but are not overflown by the rockets.

According to the EIS for Brownsville, area homeowners are named among "authorized persons" who will be allowed access to their homes during launches via security checkpoints.

"Government personnel, SpaceX personnel, emergency personnel, and anyone with property beyond this soft checkpoint could pass, but the general public would be denied access. The second checkpoint would be a hard checkpoint, just west of the control center area, which is a 'no pass' area determined by the FAA-approved hazard area ..." the EIS states.

SpaceX plans to launch rockets as big as the Falcon Heavy in Brownsville, whereas Camden County is seeking permission to launch small to medium rockets.

Lang said the Brownsville site is indeed very different from Camden, but the land hazard areas would be located in the same areas, relative to the launch pad.

"The second checkpoint ... (as a) no-pass for anyone keeps people out of the land hazard area," Lang stated in an email to the Tribune & Georgian this week. "In Boca Chica, the land hazard areas are basically areas to the sides and the rear of the launch pad, as the rockets fly up and then out over open ocean. The land hazard area around the launch pad is set to contain the debris from an exploding rocket that is ascending over the pad."

Similarly, Lang said he assumes that the same areas will be closed during launches from Camden.

"Because rockets launched from Spaceport Camden will travel over Little Cumberland Island and Cumberland Island, there will be land hazard areas on both Little Cumberland Island and Cumberland Island. You can see these land hazard areas in the diagrams that are included in the draft EIS," Lang said.

According to news articles in Boca Chica, SpaceX has purchased some of those beach homes. Lang further speculates that the company may also be negotiating

agreements with individual property owners, but said that strategy would not work with him or his neighbors on Little Cumberland.

**Others weigh in**

The county does believe it can meet the safety standards required in federal commercial spaceflight regulations.

Andrew Nelson, a county consultant, has dismissed those assumptions in the past through letters to the editor, county meetings and testimony at state legislative hearings. He also said the island landowners' conclusions about exclusion zones for Spaceport Camden launches and launches elsewhere were not direct comparisons.

"Federal regulations and enabling legislation recognize that private property (and populations of people) will be overflown by rockets, and that there is risk of damage to private property; however, this risk has been generally acceptable given the importance of commercial launch capabilities to the United States national interest," said Nelson to a written statement to the Tribune & Georgian in late 2017.

He continued, "Congress and the executive branch have made provisions for replacement or repair of private property through the required carriage of insurance by launch and launch site operators up to the maximum probable loss (MPL) as calculated by the FAA for a specific launch, and then U.S. government coverage of damages above the MPL to approximately $3 billion (see 51 U.S. Code § 50915)."

In a March 28 email to one of the landowners who had questioned the term, FAA project lead Stacey Zee explained that it did not originate with the FAA.

"The term 'authorized persons,' as used in the (draft) EIS, is a term that Camden has used to describe individuals who could remain in certain areas on Cumberland Island and Little Cumberland Island during operations at the proposed launch site. It is not a term used anywhere in FAA regulations," she wrote.

However, Zee added, the county would still have to meet commercial flight regulations that say a launch operator may initiate flight only if the risk to any individual member of the public does not exceed a casualty expectation of one in one million per launch for each hazard.

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Do you think Chester Street should be closed or stay open?

- I think it should remain open

"Therefore, a launch operator could not conduct a licensed launch from Camden if the risk to any member of the public, including those who remain on Cumberland Island and Little Cumberland Island, did not meet this requirement," Zee added.

**Assessing the risk**

During the time that the FAA was conducting the EIS, the county also hired its own contractor to conduct a risk assessment on the proposed launch trajectories. Lang said the county recently denied the private landowners' requests to see the raw data used in those assessments.

Camden County cited the exemption to the Georgia Open Records Act that allows pending real estate transactions, and related documents, to be kept confidential until after the transaction is final. Because Camden has a purchase option on the spaceport property, it is still a pending transaction.

An attorney from the Southern Environmental Law Center argued in a March 28 letter to county attorney John Myers that the denial based on the document containing an "engineering or feasibility estimate" violates the spirit of the law.

"In this case, the Camden County Joint Development Authority and Union Carbide Corporation specifically define the 'due diligence study' for the proposed spaceport property as the 'investigation and appraisal of the property.' The hazard analysis is not an 'investigation' or an 'appraisal" of 'the property.' Nor does the hazard analysis contain engineering or feasibility estimates for improvements to the property," wrote SELC staff attorney April Lipscomb.

Lipscomb noted that the act allows for the redaction of exempted information so that those risk calculations, which are not specifically noted in the exemption, could be released.

"Under Camden County's theory, the county would be authorized to withhold all public documents concerning the proposed spaceport because it has not yet purchased the property," she wrote to Myers.

The attorney also warned that the county could not protect public information simply because it was in the custody of a contractor or another government agency.

"… Camden County taxpayers and electorate should have access to as much information as possible to determine whether moving forward with this project is a

I think it should be closed

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IN THE SUPERIOR COURT OF CAMDEN COUNTY
STATE OF GEORGIA
APRIL TERM, 2018
THE STATE OF GEORGIA vs. WILLIAM BRUNSON
CT. 1: THEFT BY TAKING GOVERNMENT PROPERTY
O.C.G.A. 16-8-2
CT. 2: THEFT BY TAKING GOVERNMENT PROPERTY
O.C.G.A. 16-8-2
True Bill all 2 Counts
JACKIE L. JOHNSON
District Attorney, Brunswick Judicial Circuit
The Defendant, WILLIAM BRUNSON, waives being formally arraigned and pleads not guilty.
The defendant, WILLIAM BRUNSON, hereby changes his/her plea from one of not guilty to one of Guilty/Nolo Contendere.

**Tribune & Georgian**
4 hours ago

Breaking news … Former PSA director William Brunson was indicted by a Camden County grand jury on Thursday for allegedly stealing approximately $38,500 to purchase two vehicles.

sound use of their money and county resources," Lipscomb wrote to Myers. "Indeed, GORA was enacted to allow the public to 'evaluate the expenditure of public funds.' We are aware of significant public concern about the results of this hazard analysis and believe the public should have access to it as soon as possible, considering that the content likely sheds light on the public health and welfare concerns mentioned above."

Lang said the group has requested those documented from other parties, but have not yet gotten responses. He also consulted Georgia attorney general's office on March 29 regarding the denial.

"The wording of the exemption is quite broad ('real estate appraisals, engineering or feasibility estimates or other records made for or by the state or a local agency relative to the acquisition of real property') and it would not be appropriate for us to offer an opinion on whether that exemption applies to a document that we have not seen," wrote assistant attorney general Jennifer Colengelo in an April 2 email.

She also noted that Lang could bring a court action, which would allow a judge to privately review the document in question and make a ruling on whether it should be released.

Lang said he believes they will eventually prevail because these risk assessments involve private properties like his, not just the property the county wants to buy.

"It is a very relevant piece of this that they should have to share with everybody," he said.

He said he and other coastal landowners have been asking the county for the last two years how a launch failure would affect their properties.

"We are the ones downrange who are going to have fiery debris raining down on us if one of these rockets explodes," Lang said. "How can the public be expected to evaluate whether a spaceport is a good thing for a coastal environment if they haven't been told what happens when a rocket explodes and what chemicals gets released and how fragments get picked up?"

The group is set to meet with the FAA at 1 p.m. on Wednesday, April 11, in the county commissioners' chambers in Woodbine to further explore the issue of "authorized persons" and other issues affecting the island residents. The meeting is open to the public.

**Section:** NEWS

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# Comment period extended for Spaceport Camden

By GORDON JACKSON gjackson@thebrunswicknews.com Apr 6, 2018

Comment period extended for Spaceport Camden

The public comment period for the Spaceport Camden Draft Environmental Impact Statement has been extended until June 14 at the request of the Camden County Commission.

Commissioners asked for the 90-day extension to ensure public participation in the efforts to obtain a launch site operators license from the Federal Aviation Administration.

Two public hearings will be conducted by the FAA from 5:30 to 8:30 p.m. on April 11 and 12 at the Camden County Recreation Center, 1050 Wildcat Drive in Kingsland. Officials will present the findings from the draft EIS and receive public comments. The public hearings will include an open house and poster session, FAA presentation and a formal public comment period.

— The Brunswick News

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Gordon Jackson

savannahnow
Savannah Morning News

# Cumberland Island landowners object to Camden spaceport plans

By Mary Landers
Posted Apr 9, 2018 at 5:55 PM
Updated Apr 9, 2018 at 6:05 PM

The way some property owners on Little Cumberland Island see it, they're being redefined right off their land.

Last month the Federal Aviation Administration released a draft environmental impact statement for the proposed Spaceport Camden that calls Little Cumberland's full and part-time residents "authorized persons" who may remain on the island during the dozen annual planned rocket launches from the launch pad about five miles away.

Dick Parker, for one, doesn't want to be authorized to stay on the idyllic island, accessible only by boat, as rockets fly overhead. He wants to be protected from a rocket failure and a potential loss of property rights just like any other member of the public.

"We don't see any precedent," Parker said. "When you look at the definition of the public, it's us."

The term in question didn't come from the FAA, spokesman Hank Price wrote in an email.

"The term 'authorized persons,' as used in the (document), is a term that Camden has used to describe individuals who may be permitted by the site operator to remain in certain areas on Cumberland Island and Little Cumberland Island during operations at the proposed launch site," he wrote. "It is not a term used anywhere in FAA regulations."

Camden County is proposing the Spaceport as an economic development boost that will bring jobs and technology to a 12,000-acre brownfield site once occupied by Union Carbide. The county would construct and operate a commercial space launch site consisting of a vertical launch site, a landing zone, a control center complex, and

another facility that would include provisions for visitors and viewing launches. Once complete, the site would be offered to commercial operators for up to 12 vertical launches and up to 12 landings per year. Camden has spent more than $3.5 million so far on the project, plus nearly $1 million on an option to buy the property.

Last month, the FAA released the project's draft environmental impact statement, a 400-plus-page document produced by Virginia-based consultants Leidos. The FAA will hold hearings Wednesday and Thursday evening in Kingsland to collect public comment on the document. Property owners on Little Cumberland intend to be there.

**Term of convenience**

Spaceport Camden Consultant Andrew Nelson said on Friday that calling residents and others "authorized persons" is a "term of convenience" and while that specific term doesn't occur elsewhere in FAA documents, the concept does. He pointed to Brownsville, Texas, where the terms "soft closure zone" encompasses an area where residents are allowed to remain during a launch.

But Little Cumberland property owners like Parker fear their property will be within a "land hazard area," where federal regulations say no members of the public are allowed during a launch. Designating residents and campers at Cumberland Island National Seashore as "authorized" doesn't actually decrease their risk of being injured by flaming debris should a rocket launch fail, and it sounds to some owners like a taking of their property rights. It's an issue they've raised repeatedly in the past, including at a committee hearing of the Georgia General Assembly last year.

At that time, Spaceport Camden spokesman John Simpson refuted their claim, implying there was an FAA definition of "authorized persons."

"I want to address issues brought by property owners and correct those issues," Simpson told the House Judiciary Committee on Jan. 31, 2017. "One of the claims that was made was that any space flight would require the closure of Cumberland Island and therefore would be a taking of property rights. That's a misreading of the federal law. A closure area is only required for non-authorized persons. Homeowners are considered to be authorized persons so therefore that would not be an issue. It would not necessarily be a taking."

In a telephone interview on Friday, however, Nelson said the homeowners on Cumberland wouldn't be an issue, not because they're "authorized" but because Cumberland and Little Cumberland won't have any designated land hazard areas even for the largest-sized rocket Spaceport Camden intends to fly.

"What we're saying is that land hazard areas don't exist on Cumberland Island or Little Cumberland Island based on the analysis of the trajectories that are in the draft EIS for the largest size rocket we intend to fly for Spaceport Camden," he said.

Nelson said land hazard areas will exist around the launch pad, but will be contained inside the spaceport property.

Risk calculations are in progress to define that land hazard area and will be submitted in the next few months as part of a safety analysis. He declined to say the upper limit of how many people would be able to stay on Cumberland before a launch would become too risky, though Little Cumberland's estimate of a maximum of 100 people at any one time didn't sound like too many to Nelson.

"We don't know that number; we haven't done that calculation," he said. "With what's there now we know we don't have a problem."

When Nelson was asked a similar question in 2016 at a State Senate Science and Technology Committee meeting about when the risk calculations would be finished, he told State Sen. Bruce Thompson that the company performing them, Aerospace Corporation, would conclude "probably in the next two to three weeks."

Ray Lugo, the director of the Florida Space Institute at the University of Central Florida, said it "defies logic" for Nelson to suggest Little Cumberland will be a safe place to be during a rocket launch from Spaceport Camden.

"Is he delusional?" said Lugo, who's been part of more than 100 rocket launches. "He's got launch corridors going right over the island."

Lugo recalled scrubbing launches at Vandenberg Air Force Base when just one boat was spotted in the area where debris could fall in the event of rocket error or failure.

"It would be a safety call," he said. "If a launch trajectory included one single person we probably would not launch."

**Other concerns**

Property rights are likely to be only one of many issues brought up at this week's hearings. Supporters of Cumberland Island National Seashore have already expressed concerns that launches will interfere with what for some visitors is a once-in-a-lifetime trip to the island's wilderness.

"Launches from the launch site would be generally to the east, resulting in launch closure and hazard areas that could include portions of Cumberland Island and Little Cumberland Island," the document states. Closures could last up to 12 hours on each launch day and up to three hours in a smaller area that does not include the islands for each test and rehearsal. All told, launches, tests and rehearsals are estimated to take place up to 36 times a year.

Others have concerns that the spaceport's site is too polluted to be safely disturbed by any construction. The property was used for the production of explosives and pesticides, and associated with a hazardous landfill.

Dave Kyler, executive director of the Center for a Sustainable Coast, drafted a letter to the inspector general of the U.S. Department of Transportation, under which the FAA sits, pointing out deficiencies in the document. He's most concerned about a lack of analysis of the site's history of toxic waste, including a restrictive covenant that prohibits disturbing the entire 4,011-acre site, a portion of which contains the proposed launch site.

"According to legal provisions applied to the covenant - which is a recorded deed restriction covering the entire site – the covenant would have to be legally eliminated or substantially modified to permit any land disturbance activities on any portion of the site," Kyler wrote. "The DEIS fails to properly describe the covenant or suggest related impacts on the site development plans, much less evaluate such impacts and how to properly mitigate them."

The FAA will hold two public hearings to solicit comments on the Draft EIS on from 5:30 - 8:30 p.m Wednesday and Thursday at the Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, 912-729-5600.

The FAA will accept public comment concerning the scope and content of the Draft EIS until June 14. Send comments by email to faacamdenspaceporteis@leidos.com, or by mail to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents.

https://thebrunswicknews.com/news/local_news/results-of-spaceport-study-generates-strong-response/article_17b638e3-f384-5fd0-be05-d9b677ef3603.html

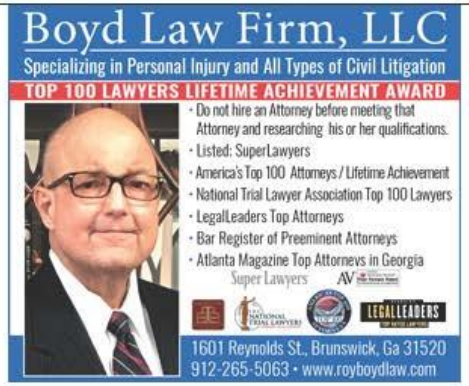
# Results of spaceport study generates strong response

By GORDON JACKSON gjackson@thebrunswicknews.com Apr 12, 2018

KINGSLAND — The Federal Aviation Administration's recommendation to allow as many as 12 launches a year from Camden Spaceport has drawn strong response from opponents and supporters.

The public got a chance Wednesday to voice their opinions at the first of two public hearings by the FAA in Kingsland to address the environmental impact statement that led to the recommendation to allow a commercial spaceport to be established. A second meeting will be held today from 5:30 to 8:30 p.m. at the Camden County Recreation Center gymnasium in Kingsland to discuss the issue.

The recommendation or "proposed action" would allow the launch of as many as 12 small to medium-large rockets a year from the proposed site, about 11.5 miles due east of Woodbine.




During the public comment period, there were no speakers who were undecided about their opinion.

Opponents such as Steve Weinkle said the environmental impact statement was flawed and fell far short of what is required by law.

Dick Parker, a property owner on Little Cumberland Island said the study misstated the facts about failure rates for rocket launches, which are anywhere from 2.5 percent to 6 percent.

Parker also questioned why residents, campers and National Park Service staff who live or stay in the launch safety zone are designated "authorized" people who can stay on the island during a launch.

David Kyler, director for the Center for a Sustainable Coast, said he was very disturbed by the environmental impact statement, which he said was filled with "lots of errors" and superficial analysis.

"This has got to be one of the worst ones I've ever seen," he said

Atlanta lawyer K ... sks or impacts of a failed launc

"The public needs to understand the risks of exploding rockets," he said.

Lang showed a map of the area that could be impacted if a launch was aborted directly over Cumberland Island. It covered most of the national seashore.

"Our homes are being put directly at risk," he said.

Another Little Cumberland property owner, Craig Root, said he supports a spaceport and agrees with the FAA's recommendation.

"We're not concerned about an unforeseeable risk," he said.

State Rep. Jason Spencer, R-Woodbine, said most Camden County residents support a spaceport. It's the visitors and part-time residents who oppose the project by using the area's natural beauty to "hinder development" in Camden County.

"We are a proud people who cherish our streams," he said. "Georgia is ready to become a leader in space."

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Retired Vice Adm. Al Konetzni, a Camden County resident, former squadron commander at Naval Submarine Base Kings Bay, expressed his support for a spaceport.

"This is a lifetime opportunity for this area," he said. "The youngsters in this community will have a future. This opportunity may never come again."

Prior to the public comment period, FAA officials made a presentation to explain what they looked at for the environmental assessment.

Air quality, biological resources, climate, hazardous materials, noise, archaeological resources, farmlands and transportation were among the many areas studied to determine the impacts of a spaceport.

Camden County officials have worked nearly five years to get a launch site operator license from the FAA to create a commercial spaceport to meet the growing demand to send satellites into orbit.

If the proposed spaceport is approved, all launch vehicle operators would be required to apply for a license before conducting a launch. Up to 12 annual

The first stage of some vehicles could be landed at the site or on a barge 200 to 300 miles offshore in the Atlantic Ocean. Barge landings 200 to 300 miles offshore would also be preferred, the study said.

Gordon Jackson

LOG OUT

# Economic boon or 'sonic boom'? Camden Co. residents split on spaceport

By Maya T. Prabhu - The Atlanta Journal-Constitution

Carol Ruckdeschel walks along the shore of Cumberland Island, which sits across the Intracoastal Waterway from the site of a proposed spaceport in Camden County. Maya T. Prabhu/maya.prabhu@ajc.com

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The self-taught biologist who moved to the island as hired help for Coca-Cola heir Sam Candler and his family now runs a natural history museum adjacent to her home, within spitting distance of the small Baptist church where John F. Kennedy Jr. was married in 1996.

But soon, Ruckdeschel said, she fears she will hear the monthly "sonic boom" of small private rockets being shot into space from a proposed launching pad just across the Intracoastal Waterway.

"I've never heard one before," she said to Randy Brantley, standing on Cumberland's shore, looking across the waterway to the site of the proposed spaceport. "Have you?"

Brantley, who retired from the Naval Submarine Base Kings Bay, said he had.

"You can feel it here," he said, stretching his hand across the center of his chest.

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Ruckdeschel and Brantley, a St. Marys resident, are among those living on the state's southern coast who have concerns about what could become Spaceport Camden, a proposed 12,000-acre facility at the end of Harriets Bluff Road.

will decide whether it will allow satellites, supplies and possibly people to be launched into orbit from the property.

Officials believe the actual spaceport would need only 400 acres, with the remaining 11,000-plus serving as a buffer zone. The site, which in 1965 served as the test location for the world's largest rocket engine, already is developed with roads, water, sewer, runway and other industrial amenities.

Steve Howard, Camden County's administrator and Spaceport Camden project lead, said several private space companies have expressed interest in launching rockets in the county.

"It's a once-in-a-generation opportunity," he said.

KINGSLAND, GA - APRIL 11, 2018: Camden County resident Kevin Lang, center, holds a graphic showing a model explosion pattern from ... Read More

Enthusiasm among local residents is mixed, based on comments made during a public hearing hosted this week by the Federal Aviation Administration.

About 100 people showed up to the county's Public Services Authority Recreation Center on Wednesday to comment on a draft environmental impact statement the FAA released last month. A second public hearing was held Thursday.

Opponents cited drawbacks, including launching rockets over homes and disturbing endangered animals. Supporters pointed to benefits of diverse jobs and bolstering the area's economy.

One of those residents, Jackie Eichhorn, said she doesn't believe Camden County is the best place in Georgia for a spaceport, and she urged the FAA to consider other locations.

But her neighbor Patrick Wiley said any potential rumbling from rocket launches is better than the previous types of companies housed on the land.

"I'd rather have a little bit of noise once in a while than have chemicals driving down the road all the time," he said. "Plus, it will help the economy."

The space industry worldwide in 2016 brought in about $330 billion, an amount that has held steady in recent years, according to the Colorado-based Space Foundation. That number appears to have plateaued after growing annually from about $108 billion in 2005 to $330 billion in 2014.

Supporters said they hope opening a spaceport in Camden will bring some of that money to Georgia. Many times, companies bring the scientists with them who will develop and launch the rockets, but it's the impact on supporting aerospace businesses that officials think will boost the local economy.

"The spaceport will bring in jobs that will help support the tax base," County Commissioner Ben Casey said. "We're pushing not only (for companies) to launch here, but also to manufacture here."

Simons Island public libraries. Both the residents and the county asked the FAA to extend the 45-day comment period to 90 days.

The FAA will then review the public response and issue a final environmental impact statement at some point in the following months. Camden County still would have to clear several steps, including a separate safety review, before it could be awarded a permit for the project.

Since 2014, Camden County has spent about $3.5 million exploring the concept of a spaceport, with much of that money going toward studies and other preparation for the environmental impact statement.

They say location is the Camden site's strength. Launching over the Atlantic Ocean, from a little-inhabited corner of coastal Georgia, mitigates on-ground damage and death if a launch goes awry.

But, like Ruckdeschel, most residents on Cumberland Island and Little Cumberland Island aren't keen on the idea of rockets flying over their homes.

Little Cumberland Island has about 100 parcels split among about 60 families, though very few people live there year-round. Cumberland Island has a handful of year-round residents, Ruckdeschel included, but about 60,000 people visit the national seashore annually.

"We would be the first community in the history of the United States to be directly under the path of a rocket," Little Cumberland Island property owner Rebecca

Her husband, Kevin Lang, said he was frustrated residents have not been shown data on what would happen if an explosion occurs.

"If someone wanted to launch a rocket directly over your home, but refused to share the detailed analysis of what happens when a rocket explodes, how would you feel about it?" he asked during one of the FAA hearings. "This is not a matter of inconvenience, it's a matter of obliteration."

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# Camden County spaceport gets a hearing, but not answers

By Mary Landers
Posted Apr 13, 2018 at 6:57 PM
Updated Apr 14, 2018 at 4:15 PM

Homeowners on Little Cumberland Island have been saying for years that they and their property will ultimately prevent Camden County from launching rockets from a proposed spaceport just west of them on the mainland. It's an unprecedented danger to the public for a rocket to fly over their land from a launch pad less than five miles away, they argue.

Last week at a series of meetings and hearings in Camden County, they and other members of the public had a chance to air their concerns directly to the Federal Aviation Authority and get answers about the viability of the project. In nine hours of meetings they did plenty of the former, but got little of the latter. And the federal regulators closed the door at the last minute on what the islanders thought was a public meeting set up specifically to address their issue.

Little Cumberland property owner Rebecca Dopson Lang was among the first to offer public comment on the draft Environmental Impact Statement at a public hearing Wednesday in Kingsland.

"The FAA consulted with the Choctaw Nation of Oklahoma as part of this process but no one with the FAA has consulted with the community of Little Cumberland Island," she began. "This community would be four miles downrange of any launch and would be the first community in the United States to be directly under the flight path of a rocket."

Lang described how her father bought property on the island in 1969 and built a house with the help of neighbors. The island people still pull together, she said, recently pitching in to clear debris after Hurricane Irma. There are about 100 private properties on Little Cumberland, which is part of the Cumberland Island National Seashore.

"Look at an aerial image of Little Cumberland Island and what you'll see is a solid green canopy. Under those live oaks you'll find a genuinely close knit community with a deep appreciation for each other and an intense love of the Georgia coast. It's simple y'all: Little Cumberland Island is a community that should not be ignored," she concluded.

Camden County is proposing the Spaceport as an economic development boost that will bring jobs and technology to a 12,000-acre brownfield site once occupied by Union Carbide. If licensed by FAA, the county would construct and operate a commercial space launch site consisting of a vertical launch site, a landing zone, a control center complex, and another facility that would include provisions for visitors and viewing launches. Once complete, the site would be offered to commercial operators for up to 12 vertical launches and up to 12 landings per year. Camden has spent more than $3.5 million so far on the project, plus nearly $1 million on an option to buy the property.

Camden resident Steve Weinkle doesn't have Cumberland property but he commented Wednesday that he had found more than "100 errors, omissions, contradictions and fictions" in the draft, which Camden County paid consultant Leidos more than $1.2 million to produce.

Weinkle catalogued some of his concerns, including a lack of study of the noise impacts from the largest class rockets proposed and the depiction of narrow hazard zones.

"The hazard zones are about five miles wide," he said. "Nowhere do you tell us which rocket you're studying. But the smallest orbital rocket the FAA has licensed has a hazard zone about 14 miles wide at the same distance from the launch pad. Where did you get five miles from?"

He also highlighted strictly environmental concerns he expected to see in an environmental impact statement.

"You say on page 3-43 that supervision of the EPD hazardous waste site permit covering the entire property ends in 2021," Weinkle said, referring to munitions and pesticide dump about two miles from the proposed launch pad. "But black letter law says that unless the hazardous materials are removed or detoxified the permit must be renewed every 10 years, forever."

**No safety review yet**

About a dozen people offered criticism of the document at a Wednesday public hearing in Kingsland that attracted about 150. Another 10 spoke in favor of the Spaceport mainly emphasizing the high-paying jobs associated with aerospace; a few offered neutral comments. Among the supporters was Craig Root, who lives in Woodbine and owns a cottage on Little Cumberland.

"We're not concerned about what I would consider to be the infinitesimal safety issues of exploding rockets during the arc that basically goes straight up and spends little time in the horizontal plane coming over the island," he said.

The hearing format does not allow for response from FAA officials, though a hour-long poster session preceded the hearing with subject matter experts from FAA available. The process was repeated Thursday. Also on Thursday there was a smaller public meeting in Woodbine of the nine-member Environmental Subcommittee of the Spaceport Camden Steering Committee. At it, FAA officials outlined the regulatory process for licensing a spaceport. That process will eventually look at public safety hazards, but they're not addressed in the draft EIS the FAA released last month, officials said. And when the FAA does look at safety, the details of that analysis will be kept secret.

"The environmental review by nature is a public process," said Pam Underwood, manager of the Operations Integration Division at the FAA Office of Commercial Space Transportation. "The safety review is not. That's our job. That's what we do. That's part of the licensing process. We don't have that information from the county yet. They will do the analysis and we will check it when we get to that point in the process."

The safety review is not made public to protect proprietary information as well as sensitive defense-related information.

The sequence of the reviews frustrated Russ Regnery, a retired CDC research biochemist who serves on the subcommittee and lives part-time on Little Cumberland. Regnery said he scoured the document looking for a diagram showing where members of the public would be excluded during the launch of a medium-large, liquid-fueled rocket that Camden wants to accommodate. The diagrams in the document that depict the path of a rocket flying over Little Cumberland designate a closure area and a trajectory hazard area over Little Cumberland, but don't yet make a statement on safety, FAA officials said.

Regnery wishes they did.

"If this had been addressed in the draft EIS we could all go home," Regnery said. "But it hasn't been so we're all going to be going on here for all the rest of this process.... Y'all are really good at figuring these risk analyses, if you'd just do one for your example it would be so useful."

Other members of the subcommittee include representatives from the St. Marys and Satilla riverkeeper organizations, One Hundred Miles, the Georgia Conservancy, and the UGA Marine Extension Service and Georgia Sea Grant. Three are also Little Cumberland or Cumberland Island property owners.

Committee members asked for clarification on a variety of issues. One asked how the FAA will monitor for impacts on Georgia's salt marsh. The short answer was it won't.

Another asked how the agency values natural features such as the live oak trees in Cumberland's wilderness area should they be destroyed in launch-related mishap. The answer again was it doesn't. Only improvements such as structures or roadways are assigned a dollar value for third-party losses. Aside from pointing out regulatory guidelines and procedure, FAA officials offered little except the repeated advice to "Make sure you put that in a comment."

**Concerns revealed behind closed door**

Little Cumberland owners were looking forward to finally getting substantive answers to their concerns at a Thursday afternoon meeting they initiated with the FAA. Media were invited and the meeting advertised as public in the local newspaper. But as attendees began gathering in the county commission chambers after lunch, the FAA announced its ground rules. No media could be present and attendees could not record the meeting.

"They want to have an open discussion with residents," spokeswoman Tammy Jones said of her FAA colleagues. "It's not a discussion on the record."

Little Cumberland owners advocated unsuccessfully to prevent the ejection of media, including a Savannah Morning News reporter and an editor from the Tribune & Georgian. It was unclear what criteria were used to exclude people from the meeting. Some who remained were not Little Cumberland Island property owners, including several environmental advocates. Some who were barred were not journalists, including Camden County's county attorney, John Myers. And while the FAA also cautioned those present against recording the closed door meeting they allowed note taking and the sharing of those notes.

So Little Cumberland owner Dick Parker typed away on his laptop and shared a key point from the hour-long meeting. Islanders showed the FAA a diagram of the overflight exclusion zone drawn from FAA specifications for the size rocket Camden wants to launch. Overlaid on a map of the launch site it covers Little Cumberland. Yet FAA regulations dictate that no member of the public can be in that area during a launch.

"What are we missing?" they asked. Parker read from his notes the response from Dan Murray, a manager in the Space Transportation Development Division:

"If this is what they submit this is very problematic. The rule on the OEZ is that people can't be there, so if this is what they submit they have a problem."

Parker said that when the residents pressed him on this site Murray said the FAA had known very early in discussions with Camden that it saw an issue with the location of the site in relation to environmental, public safety and access issues.

"He said that lots of other places in the world would be easier to launch a rocket," Parker recalled.

That's also how Ray Lugo, director of the Florida Space Institute at the University of Central Florida sees it. Lugo attended several of the meetings Thursday supporting Little Cumberland, though he is not a paid consultant.

"You guys have no advantage over Wallops Island, Va., or Kennedy Space Center so why anyone would piss money away here is beyond me," he said after the closed door meeting.

Lugo, a rocket scientist with experience at about 100 launches from multiple launch sites around the world, said he fully expects the FAA to issue Camden Spaceport a launch operator's license, in part because the EIS process is weak and the safety analysis can pick a narrow corridor and small rocket.

"They're gonna fiddle with that as much as they can," he said.

But even if they build a spaceport, that doesn't mean rockets can launch. The FAA requires a launch license for each particular launch, and that's where Lugo sees the end of Camden's space program.

"I don't think a launch license is possible," he said.

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DAVID PENDERED

# Clock ticking on comment period on plan to launch rockets over Cumberland Island

April 30, 2018, 5:04 pm / 13 Comments

By David Pendered

The clock is ticking on the public comment period for a planned spaceport on the Georgia coast. Plans call for privately owned rockets to be launched from a site near the mouth of the Satilla River, soar at 30,000 feet over Cumberland Island, and continue toward or into outer space.

The Federal Aviation Administration endorses the plan, according to its draft environmental impact statement (https://45tkhs2ch4042kf51f1akcju-wpengine.netdna-ssl.com/wp-

*[https://i1.wp.com/saportareport.com/wp-content/uploads/2018/04/spaceport-trajectories.jpg?ssl=1]*

*Rockets launched from the proposed spaceport in Camden County would soar over a portion of Cumberland Island at an altitude of some 30,000 feet, according to the FAA statement. Credit: faa.gov*

content/uploads/2018/04/20180307_spaceport_camden_draft_eis - vol 1.pdf]. June 14 is the deadline for public comment.

The proposed spaceport has traveled at rocket speed in three years.

In 2015, Camden County officials listed it in the county's long-range plan to promote economic development. In 2017, the Georgia General Assembly passed a **law** [**http://www.legis.ga.gov/Legislation/en-US/display/20172018/HB/1**] that clears the way for the spaceport. In recent weeks, it has gained support from the **FAA** [**https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa** and Georgia's two Republican senators, Johnny Isakson and David Perdue. Several Republican candidates for governor **support** [**http://spaceportcamden.us/news.php#press-releases**] the planned spaceport.

Camden County officials are reaching into an old playbook in their effort to boost their local economy by wooing manufacturers in the space industry.

In the early 1960s, Thiokol Chemical Corporation, Inc. chose Camden as the location for its rocket program for reasons including the county's workforce and "community attitude," according to a memorial website [http://thiokolmemorial.org/the-thiokol-plant-explosion/]. At the time, the company had been working for years in the defense industry and, previously, rocket scientists had decided Thiokol's signature product was a promising rocket fuel.

In 1965, the company launched the world's most powerful rocket from its Camden County manufacturing site, according to the memorial website. The project didn't move forward for a number of reasons.

Fast forward to present day, and the FAA statement observes:

- "The need for the proposed commercial space launch site is to further the goals of Camden County as established in the County's Strategic Plan 2018, 2023, 2032 to create a strong regional economy with diverse job opportunities based on four major pillars of economic growth and sustainment, one of which is developing a world-class spaceport that would also attract businesses to support its operation."

In evaluating the spaceport's environmental impact, the FAA statement acknowledges the spaceport would alter the pristine nature of the area – but not enough to warrant rejecting the project.

For example, the noise of a rocket launch could cause some listeners to become irritated when their moment of respite on Cumberland Island and other nearby areas is interrupted, according to the statement.

Plans call for launching 12 rockets a year, and testing 12 engines a year at full thrust by firing up the engine while keeping the rocket firmly attached to the ground. Each rocket could weigh up to 1.5 million pounds and stand up to

[https://i1.wp.com/saportareport.com/wp-content/uploads/2018/04/spaceport-vapor-cloud.jpg?ssl=1]

*Up to 250,000 gallons of water would be used during each launch to suppress sound and vibration. Most of the*

*water would be vaporized, according to the FAA statement. Credit: faa.gov*

250 feet tall. Here's a snippet of the statement's observation about noise:

- "Noise levels during launches, landings, and static fire events would be quite high in areas surrounding Spaceport Camden, but each event type would occur only up to 12 times per year....
- "Noise at Cumberland Island National Seashore would be of particular concern because of the expectation among visitors of a completely natural soundscape.... Although existing research does not support prediction of a specific percentage of visitors that would be highly annoyed by the noise of rocket operations, disruption of the natural soundscape, particularly in the designated Cumberland Island Wilderness Area, could degrade the positive experiences of visitors to the island. ...
- "However, the noise events would be infrequent and FAA does not expect operational activities to result in significant adverse impacts."

*Note to readers: The FAA statement says: "FOR FURTHER INFORMATION: Written comments on this document should be directed to Ms. Stacey M. Zee, FAA Environmental Specialist, Spaceport Camden EIS, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106, or e-mail at FAACamdenSpaceportEIS@Leidos.com"*

5/18/2018 Clock ticking on comment period on plan to launch rockets over Cumberland Island - SaportaReport

[https://i0.wp.com/saportareport.com/wp-content/uploads/2018/04/spaceport-state-locator-map-edit.jpg?ssl=1]

*Georgia's proposed spaceport would be located in Camden County, near the Florida border and east of I-95. Credit: faa.gov*

https://saportareport.com/clock-ticking-on-comment-period-on-plan-to-launch-rockets-over-cumberland-island/ 5/18

[https://i1.wp.com/saportareport.com/wp-content/uploads/2018/04/spaceport-locator-map.jpg?ssl=1]

*The proposed spaceport in Camden County would be built on land the county would buy from the Union Carbide Corp. and Bayer CropScience, according to the FAA statement. Credit: faa.gov*

[https://i1.wp.com/saportareport.com/wp-content/uploads/2018/04/spaceport-camden-logo-e1525119879681.jpg?ssl=1]

*The FAA supports the plan to locate a spaceport in Camden County, where rockets would be launched over Cumberland Island. Credit: faa.gov*

[https://saportareport.com/author/david/] *David Pendered, Managing Editor, is an Atlanta journalist with more than 30 years experience reporting on the region's urban affairs, from Atlanta City Hall to the state Capitol. Since 2008, he has written for print and digital publications, and advised on media and governmental affairs. Previously, he spent more than 26 years with The Atlanta Journal-Constitution and won awards for his coverage of schools and urban development. David graduated from North Carolina State University and was a Western Knight Center Fellow. David was born in Pennsylvania, grew up in North Carolina and is married to a fifth-generation Atlantan.*

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REPLIES

**Micah McLain**
May 1, 2018 at 10:18 am

Has there been any discussion of/research on the affects on Cumberland wildlife? I assumed most folks would be less concerned with tourists being slightly inconvenienced than the safety of the protected animals on and around the island.

Reply

Report

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