**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.*
The parcel of land identified as "not part of proposed Spaceport Camden" is property owned by Bayer CropScience and is included in the land Camden County is considering purchasing from Bayer CropScience.

All Spaceport Camden facilities would be built on land owned or leased by Camden County.
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 (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).
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.