



WELCOME



Public Scoping Meeting Environmental Impact Statement for the Shiloh Launch Complex



February 11 and 12, 2014

5:00 pm to 8:00 pm

Brevard and Volusia counties, Florida

Please Sign In

**Scoping is your opportunity to provide comments
to help us improve our analysis**

The official scoping period began when the Federal Aviation Administration (FAA) published a Notice of Intent to prepare an Environmental Impact Statement (EIS) in the *Federal Register* on December 26, 2013. The EIS will describe the potential environmental effects from the Proposed Action. The scoping period lasts until February 21, 2014. Information on the NEPA process and the EIS is available on the following website:

http://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/shiloh_launch_statement/.

Tonight’s scoping meeting is being held to solicit input from the public on what should be analyzed and studied in the EIS. Scoping is one of the first steps in the EIS process and your input during the scoping period is important. The meeting includes an open-house workshop from 5:00 pm to 6:00 pm. The FAA will provide an overview of the environmental process from 6:00 pm to 6:15 pm followed by a public comment period from 6:15 pm to 8:00 pm.

During the scoping period, the public can provide comments in 5 ways:

1. Provide written comments at tonight’s scoping meeting
2. Talk to our stenographer who can record your comments during the scoping meeting
3. Submit comments electronically to faashiloheis@cardnotec.com
4. Fax your comments to (434) 295-5535
5. Mail your comment form to:

Ms. Stacey M. Zee, Environmental Specialist
Federal Aviation Administration
Shiloh EIS
c/o Cardno TEC Inc.
2496 Old Ivy Road—Suite 300
Charlottesville, VA 22903

Who is here?

Lead Federal Agency		The FAA is the lead Federal agency. The FAA licenses and regulates U.S. commercial space launch and reentry activity, as well as the operation of non-Federal launch and reentry sites, as authorized by Executive Order 12465, Commercial Expendable Launch Vehicle Activities, and the Commercial Space Launch Act of 2011.
Applicant		Space Florida is the spaceport authority and aerospace development organization for the State of Florida. The organization’s mission is to strengthen Florida’s position as a global leader in aerospace research, investment, exploration and commerce.
Cooperating Federal Agencies		The proposed property to be evaluated for the commercial space launch site is presently under the control of the National Aeronautics and Space Administration (NASA) within the boundaries of Kennedy Space Center (KSC). As a cooperating agency, NASA will provide the FAA with relevant information needed to describe actions that would be taken by the agency, including the land use process required to provide the property to the State of Florida, as part of the proposed project.
		The FAA requested that the National Park Service (NPS) be a cooperating agency in the development of the EIS based on the proximity of the proposed project area to the Canaveral National Seashore and other historic properties.
		The U.S. Fish and Wildlife Service (USFWS) currently manages the land within the boundaries of NASA KSC as part of the Merritt Island National Wildlife Refuge. As a cooperating agency, the USFWS will provide special expertise with respect to the Refuge.
		The Army Corps of Engineers (USACE) will provide FAA with all EIS documentation requirements that are unique to its Regulatory Program outlined in 33 CFR §325, Appendix B (i.e., the identification of the Least Environmentally Damaging Practicable Alternative).



WELCOME TO THE FAA SCOPING MEETING



The Proposed Action is for the FAA to issue a Launch Site Operator License to Space Florida that would allow Space Florida to offer the commercial space launch site (the “Shiloh Launch Complex”) to commercial launch operators to conduct launches of liquid fueled, medium- to heavy-lift class orbital and suborbital launch vehicles. The FAA will prepare an Environmental Impact Statement (EIS) to evaluate the potential environmental effects of this proposal. FAA representatives are here to explain the proposed project and alternatives, answer any questions you might have about these items, and describe the environmental impact analysis process and related time line. An area has been set aside within the main meeting room to provide you with an opportunity to write and submit your comments, or to speak with a stenographer who will record your comments.

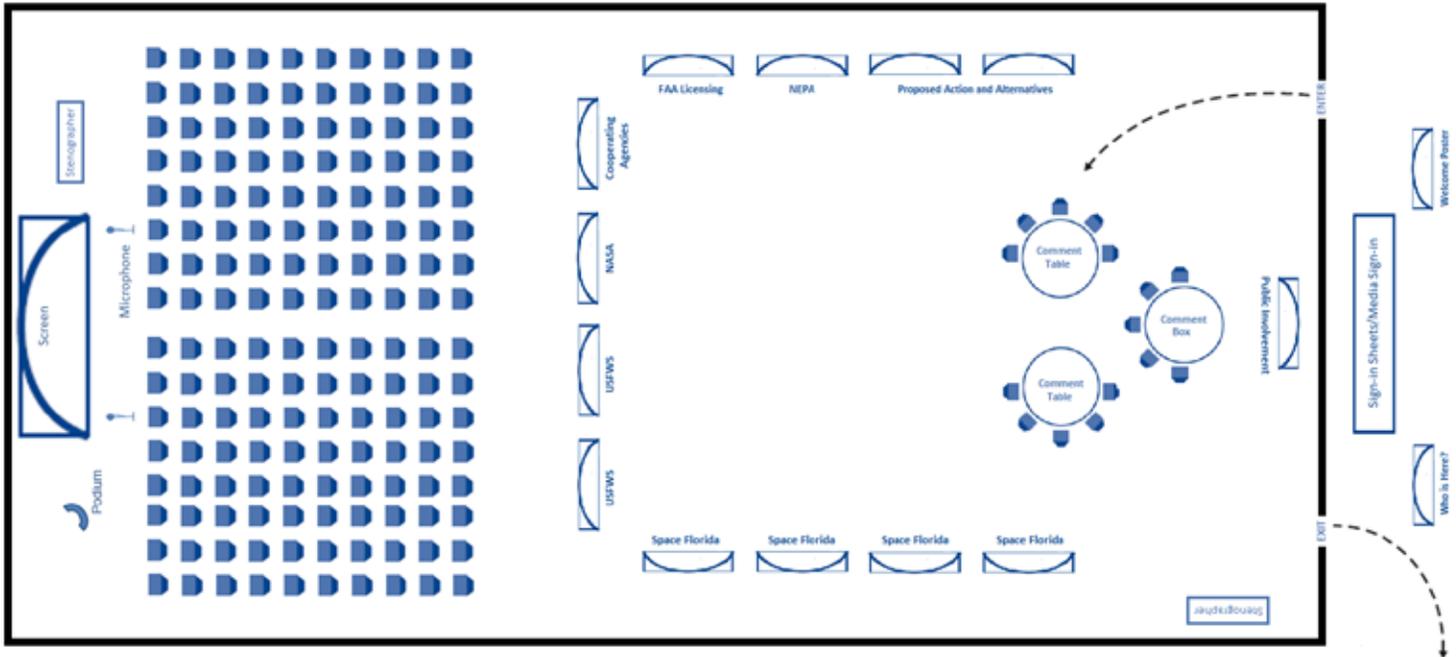
What is the purpose of this Public Scoping Meeting?

Scoping is an early and open process for determining the scope of issues to be addressed in the EIS and identifying the significant issues related to a proposed action. The purpose of this scoping meeting is to inform you about the proposed project, explain the National Environmental Policy Act (NEPA) and the associated environmental impact analysis, and solicit your comments and concerns related to the proposed action and alternatives.

What is Scoping?
 Scoping is an early and open process where the public is invited to help identify issues to be studied in the EIS.

Please review the displays located throughout the open house, and then provide us with your comments. The approximate layout of the room is shown below.

*General Room Layout for the Public Scoping Meeting, 5:00 pm to 8:00 pm
(Actual layout may be different)*





NATIONAL ENVIRONMENTAL POLICY ACT



Why is the FAA Preparing an EIS?



As part of compliance with NEPA, the FAA is preparing an EIS to assess the potential environmental impacts of the proposed issuance of a Launch Site Operator License to Space Florida that would allow Space Florida to offer the Shiloh Launch Complex to commercial launch operators to conduct launches. The EIS will consider the potential environmental impacts of the Proposed Action and reasonable alternatives, including the No Action Alternative. The successful completion of the environmental review process does not guarantee that the FAA would issue a Launch Site Operator License to Space Florida.

The project must also meet all FAA safety requirements.

Informed decisions are based on a candid and factual presentation of environmental impacts. These facts come from collecting information on the areas and resources affected by the proposal, and then identifying the type and extent of potential impacts resulting from the proposal. For this project, the FAA will analyze potential impacts to:

- Air Quality
- Coastal Resources
- Compatible Land Use
- Construction Impacts
- Department of Transportation Act: Section 4(f)
- Farmlands
- Fish , Wildlife, and Plants
- Floodplains
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Historical, Architectural, Archaeological and Cultural Resources
- Light Emissions and Visual Impacts
- Natural Resources, Energy Supply
- Noise
- Secondary (Induced) Impacts
- Socioeconomics, Environmental Justice, & Children’s Environmental Health Risks and Safety Risks
- Water Quality
- Wetlands
- Wild & Scenic Rivers

The National Environmental Policy Act (NEPA) requires that all Federal agencies consider the environmental impacts of any major proposed

The analysis will include and evaluation of the construction impacts and secondary (induced) impacts, and will account for cumulative impacts from other relevant activities in the areas of Brevard and Volusia counties, Florida. Numerous Federal laws and regulations govern the protection and preservation of environmental resources. The FAA strictly adheres to these laws and regulations, such as the Endangered Species Act, Clean Air Act, and the Clean Water Act, among others.



Public Involvement in the EIS Process

The FAA invites public participation during the scoping process to help understand community-specific issues and concerns on the Proposed Action and alternatives. We anticipate receiving scoping comments from: business and community leaders, Federal, State, and local elected officials, regulatory agencies, and interested individuals. Scoping comments help the FAA determine the issues and concerns to analyze in the preparation of the Draft EIS. The public will have a second opportunity to participate in the NEPA process by commenting on the Draft EIS. The release of the Draft EIS will be announced in a newspaper that serves your area. All comments on the Draft EIS will be addressed in the Final EIS. Individual information will not be shared and individuals will not be contacted by the FAA for anything but this project. Individuals will be contacted primarily via email for notice of the availability of Draft EIS, public meetings, Final EIS, and Record of Decision. Individuals without email addresses will be contacted via regular mail, but not both.



PROPOSED ACTION & ALTERNATIVES



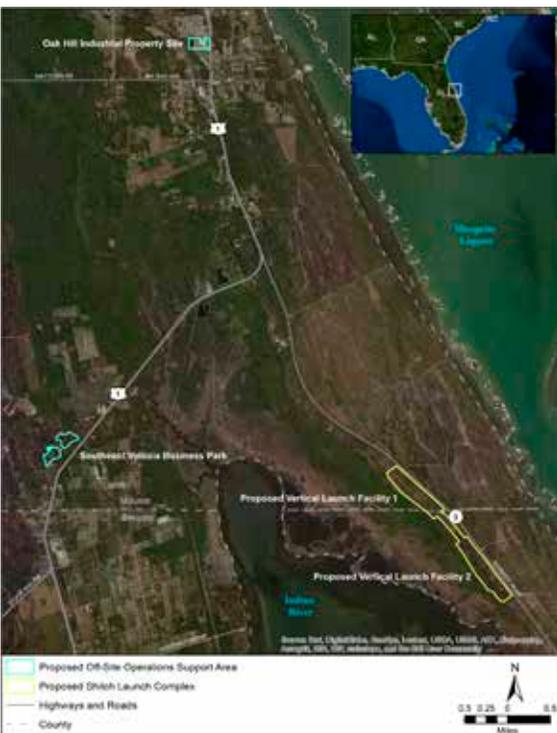
Space Florida proposes to establish a non-Federal launch site that is State-controlled and State-managed. Space Florida’s goal is to provide launch site options other than Federal installations/ranges. Under the Proposed Action, Space Florida would construct and operate two vertical launch facilities and two off-site operations support areas. The Shiloh Launch Complex would accommodate up to 24 launches per year (12 launches per vertical launch facility), as well as up to 24 static fire engine tests or wet dress rehearsals per year (12 static fire engine tests or wet dress rehearsals per vertical launch facility). The vehicles to be launched include liquid fueled, medium- to heavy-lift class orbital and suborbital vertical launch vehicles. Alternatives under consideration include the Proposed Action and the No Action Alternative. Under the No Action Alternative, the FAA would not issue a Launch Site Operator License to Space Florida. Based on comments received during the scoping period, the FAA may analyze additional alternatives.

Operational Activities*

Operations would consist of up to 24 launches per year (12 launches occurring per vertical launch facility). In addition to launches, other operations could occur including up to 24 static fire engine tests or wet dress rehearsals per year (12 static fire engine tests or wet dress rehearsals per vertical launch facility). All vehicles would launch to the east over the Atlantic Ocean. Under the Proposed Action, the first stage of the launch vehicle could return to and land at the Shiloh Launch Complex or it could land in the Atlantic Ocean.



Construction Activities*



Space Florida would construct and operate two vertical launch facilities. In addition, as part of the Proposed Action, commercial launch operators using the Shiloh Launch Complex would construct and operate two off-site operations support areas in separate locations from the Shiloh Launch Complex. The duration of proposed construction activities is expected to be 24 months.

The proposed Shiloh Launch Complex would include construction of infrastructure to support the operation of the launch site that would be licensed under the Proposed Action. The development of access and supporting utility infrastructure for the vertical launch facility and the off-site operations support areas may occur on lands outside the Shiloh Launch Complex.

Facilities would be constructed as a partnership between Space Florida and commercial operators, which could involve a blend of funding sources that include State, public, and publicly-facilitated funding sectors. The majority of the construction of the Shiloh Launch Complex and off-site operations support areas would involve significant private capital committed by the private sector. Roadway improvements and utility (power supply and fiber optic communication) extensions to

service the Shiloh Launch Complex could be accomplished through cooperative funding agreements involving Space Florida, the Florida Department of Transportation, local governments, and industry partners.

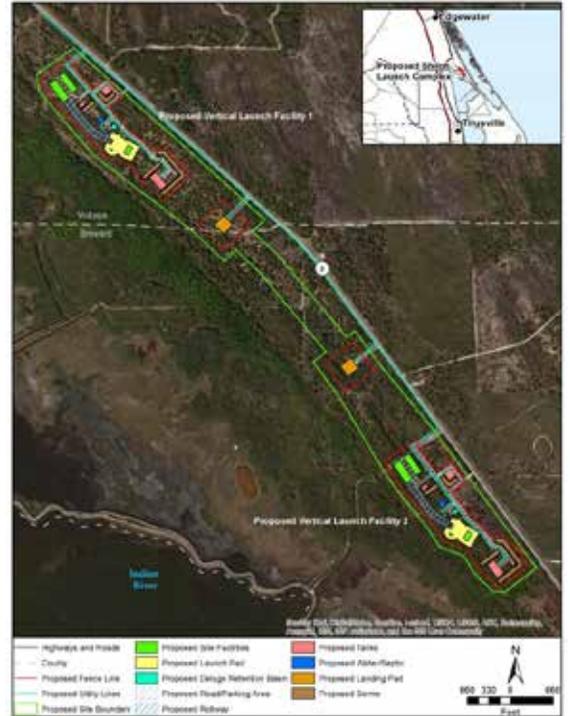
*Operational and construction activities are conceptual and may be revised based on scoping comments.

Vertical Launch Facilities*

Two vertical launch facilities would be constructed within the Shiloh Launch Complex. Each vertical launch facility plus the landing pad would require approximately 44 acres of fenced land. That acreage represents the conservative estimate of directly disturbed land for each launch facility. While the entire 44 acres would not be made into impervious area, the majority of the existing vegetation would be cleared or altered to a degree that it would not function as it does under its existing condition. The construction staging of the vertical launch facilities and landing pad would also occur within the 44 acre footprint for each launch facility.

Activities associated with the operation of the Shiloh Launch Complex include the following:

- Payload processing at the off-site operations support areas (payload checkout, propellant loading, and delivery of the payload to the vertical launch facility)
- Transport of the stages (first stage, second stage, interstage, and payload to the vertical launch facilities)
- Transport and storage of propellant and other fuels
- Launch vehicle assembly
- Pre-flight activities
- Launches, landings, and recovery of vehicles



Off-site Operations Support Areas*



Southeast Volusia Business Park site stormwater treatment system. Utilities that would service each of the two off-site operations support areas would involve underground power distribution lines and fiber optic cables, and would be connected from existing lines along US 1.

Each off-site operations support area would include a launch vehicle pre-integration processing facility, a payload processing facility, and a control center building. There are two proposed off-site operations support areas that are close to the Shiloh Launch Complex: the Oak Hill site (20 acres) and the Southeast Volusia Business Park site (40 acres), both in Volusia County.

Each facility would have its own well for potable water and deluge water, as well as a septic system and treatment systems. Primary access roads from the Oak Hill Industrial Property Site would connect to US 1, while secondary access roads would be inside the fence line. Primary access roads from the Southeast Volusia Business Park site would connect to US 1. Each off-site operations support area would have its own parking areas. In addition, each off-site operations support area would have its own



Oak Hill site

*Vertical Launch Facilities and Off-site Operations Support Areas are conceptual and may be revised based on scoping comments.



FAA LICENSING AND PERMITTING



FAA Licenses, Permits, Regulations, and Approvals

- Space Florida must apply for a Launch Site Operator License.
 - Authorizes licensee to operate launch site in accordance with their application
 - Effective for 5 years and renewable upon application, but may be surrendered, suspended, or revoked
 - Subject to Compliance Monitoring and Safety Inspections
- Licensee’s Responsibilities
 - Control public access to launch site
 - Comply with explosive siting requirements
 - Execute agreements with Air Traffic and U.S. Coast Guard regarding notices
 - Schedule hazardous operations of its customers
- FAA statutory requirements for licenses and permits are described in 14 CFR Chapter III, Parts 400-450.
- FAA conducts a review of the license application including a policy review, launch site location review, safety review, and environmental review.
- Successful completion of the environmental review does not guarantee that FAA would issue a Launch Site Operator License to Space Florida.

Launch Site Operator Licensing Review

- **Policy Review** – Determines whether potential exists to affect U.S. national security or foreign policy interests, or international obligations. Includes interagency review of the proposal. Policy Review procedures are described in 14 CFR Part 420.15(a)(3).
- **Launch Site Location Review** – Applicant must demonstrate that for each launch point proposed, at least one type of expendable or reusable launch vehicle can be flown safely. Launch Site Location Review procedures are described in 14 CFR Parts 420.19 – 420.29.
- **Safety Review** – Licensee is responsible for public safety and must demonstrate an understanding of the hazards and discuss how operations will be performed safely. Safety Review procedures are described in 14 CFR Parts 420.51 - 420.71.
- **Environmental Review** – Proposal must be reviewed under the NEPA. This EIS process fulfills the environmental review portion of the license application. No decision can be made or license issued until the NEPA process is completed per FAA Order 1050.1E, Change 1, *Environmental Impact: Policies and Procedures*.





AGENCY COORDINATION



Endangered Species Act, Section 7 Consultation

- The Endangered Species Act of 1973 requires all Federal agencies to ensure, in consultation with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service, that any action they authorize, fund, or carry-out will not be likely to jeopardize the continued existence of listed endangered or threatened species or destroy or adversely modify designated critical habitat.
- Federal agencies need to determine whether their actions may affect any listed species or their critical habitat. If they may be affected, consultation with the Service is required. This consultation will conclude either informally with written concurrence from the Service or through formal consultation with a biological opinion provided to the Federal agency.

U.S. Department of Transportation Act: Section 4(f) Process

- Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966, which provided for consideration of publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.
- Before approving a project that uses Section 4(f) property, it must be determined that there is no feasible and prudent alternative that avoids the Section 4(f) properties and that the project includes all possible planning to minimize harm to the Section 4(f) properties; or, a finding made that the project has a de minimis impact on the Section 4(f) property.

Section 106 Process

- Section 106 of the National Historic Preservation Act (NHPA) requires Federal agencies to consider the effects of their undertakings on historic properties. FAA must consult with the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), and other interested parties.
- The identification of historic properties, analysis of potential effects, and consultation is often a critical path element in managing an environmental review project. A historic property is any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places (NRHP).
- When a Federal agency determines an undertaking has the potential to adversely affect NRHP resources, the agency must notify the Advisory Council on Historic Preservation (ACHP) of that finding.

Elliot Plantation

- The Elliot Plantation is a large, multicomponent archaeological complex in Volusia County.
- Dating to the 1760s, this site is the southernmost and earliest British period sugar plantation in North America.
- It contains a significant African-American landscape.
- The National Park Service Southeast Archeological Center has been conducting archaeological investigations and has recommended the Elliot Plantation eligible for inclusion in the NRHP and for consideration of National Historic Landmark (NHL) designation.

