

**PROGRAMMATIC AGREEMENT BETWEEN
THE FEDERAL AVIATION ADMINISTRATION,
THE GEORGIA STATE HISTORIC PRESERVATION OFFICER,
AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING THE
CONSTRUCTION AND OPERATION OF A SPACEPORT,
CAMDEN COUNTY, GEORGIA (HP-151117-001)**

WHEREAS, the Federal Aviation Administration (FAA) is evaluating an application from the Camden County Board of Commissioners (County) for a Launch Site Operator License to construct and operate a commercial space launch site, called Spaceport Camden. The County intends to offer the site to operators to conduct launches of liquid-fueled, small class, orbital vertical launch vehicles. Operators will be required to submit a Vehicle Operator License to the FAA, and obtain approval, prior to any vehicle launch (Undertaking); and

WHEREAS, the Undertaking is both the proposed issuance of the Launch Site Operator License, which would authorize the County's construction of a vertical launch facility, a launch control center complex, an alternate control center and visitor center, a mission preparation area, and various infrastructure elements, along with the operation of said facilities, for no more than 12 launches per year, and the future review of a Vehicle Operator License which is needed to be approved for an operator to undertake a vehicle launch as described (see Attachment A); and

WHEREAS, the FAA has determined the Undertaking is subject to review under Section 106 of the National Historic Preservation Act (NHPA), Title 54 U.S.C. § 306108, and its implementing regulations, 36 Code of Federal Regulations (CFR) Part 800 (referred collectively to as "Section 106"); and

WHEREAS, the FAA intends to use this Programmatic Agreement (PA), developed pursuant to 36 CFR § 800.14(b)(3), to satisfy its responsibilities under Section 106 for this Undertaking and to provide a framework for the construction and operation of Spaceport Camden and review of any subsequent Vehicle Operator License applications to ensure effects to historic properties are taken into account by the FAA; and

WHEREAS, the FAA, in consultation with the Georgia State Historic Preservation Officer (SHPO) considered the potential direct, indirect, and cumulative effects of the Undertaking and established and inventoried an Area of Potential Effects (APE) for historic properties consisting of an area within a 5-mile radius that encompasses the boundary of the proposed Spaceport Camden to include ground disturbance as a result of construction of facilities, installation and upgrading of utilities, access roads, or other routes, storm water retention ponds, staging areas, the location of maintenance and operations activities, and noise (including vibration) and visual effects for vehicle launches (see Attachment B); and

WHEREAS, the APE may need to be expanded or otherwise modified in connection with the FAA's evaluation of Vehicle Operator Licenses in order to ensure that the APE includes all direct, indirect and cumulative effects to historic properties as part of its Section 106 review; and

WHEREAS, the FAA has prepared the following reports in its evaluation of the effects of the proposed Undertaking on historic properties: (1) *Spaceport Camden Final Environmental Impact Statement, Camden County, Georgia*; (2) *Phase 1 Archaeological Survey of the Proposed Spaceport Camden, Camden County, Georgia* (Cultural Resource Analysts, Inc. [CRA] 2017a), (3) *Historic Resources Survey for the Proposed Spaceport Camden Project in Camden County, Georgia* (CRA 2017b), and (4) *Spaceport Camden Environmental Impact Statement Revised Finding of Effect Pursuant to 36 CFR Part 800 Regarding the Proposed Action to Construct/Operate Commercial Space Launch Site, Spaceport Camden, Woodbine, Camden County, Georgia. HP-151117-001*; which provides supporting information to this PA; and

WHEREAS, the FAA conducted archaeological and architectural investigations within the APE to identify properties that are listed in or eligible for listing in the National Register of Historic Places (NRHP) in consultation with the SHPO and identified 16 historic properties within the APE (see Attachment C) and has made a reasonable and good faith effort to determine effects on historic properties; and

WHEREAS, the FAA and the County have yet to perform an archaeological survey in the portion of the APE for the alternate control center and visitor center due to ownership and/or hazardous material concerns; and

WHEREAS, the FAA identified the Chickasaw Nation, Choctaw Nation of Oklahoma, Coushatta Tribe of Louisiana, Muscogee (Creek) Nation, Poarch Band of Creek Indians, Seminole Nation of Oklahoma, Seminole Tribe of Florida, Alabama-Quassarte Tribal Town, Kialegee Tribal Town, and Thlopthlocco Tribal Town as having religious and cultural affiliation with the area where the Undertaking will take place, invited these federally recognized Indian tribes to consult on the Undertaking, requested their participation in the development of this PA, and are invited to be a Concurring Party to this PA; and

WHEREAS, the FAA invited the National Park Service (NPS), which administers Cumberland Island National Seashore and its cultural resources, which is within the APE, to participate in the consultation process as a consulting party pursuant to 36 CFR § 800.2(c)(5) and to sign this PA as a Concurring Party; and

WHEREAS, the FAA invited the County, which would own or lease the land for the proposed Spaceport and would hold the Launch Site Operator License, to participate in the consultation process as a consulting party pursuant to 36 CFR § 800.2(c)(3). The County is responsible for any additional permits and compliance (Federal, State, and local) beyond the authority of this PA. The County therefore is an Invited Signatory to this PA pursuant to 36 CFR § 800.6(c)(2); and

WHEREAS, the FAA notified the Cherokee of Georgia Tribal Council, Georgia Tribe of Eastern Cherokee, Lower Muskogee Creek Tribe, and the Gullah/Geechee Nation (through the Gullah/Geechee Sea Island Coalition) of this consultation and invited these organizations to be consulting parties pursuant to 36 CFR § 800.2(c)(5); and

WHEREAS, the Gullah/Geechee Sea Island Coalition (GGSIC) on behalf of the Gullah/Geechee Nation, as well as the Little Cumberland Island Homes Association, Inc. (LCI), and the National Trust on Historic Preservation (NTHP), all independently requested consulting party status pursuant to 36 CFR § 800.2(c)(5), which was accepted by the FAA, and were invited to be Concurring Parties to this PA but GGSIC, LCI and NTHP declined; and

WHEREAS, the FAA invited the Advisory Council on Historic Preservation (ACHP) to participate in consultation for this Undertaking pursuant to 36 CFR § 800.6(a)(1)(iii) by letter dated July 3, 2019, and the ACHP indicated its agreement to participate in consultation by letter dated August 12, 2019 and is a Signatory to this PA; and

WHEREAS, the public has been provided opportunities to comment on the Undertaking and participate in the Section 106 process leading to the development of this PA, first in the FAA's publication of the Notice of Intent in the *Federal Register* on November 6, 2015 (80.FR 68893), through public scoping meetings on December 7, 2015 for the general public and on December 8, 2015 for agencies, and public hearings on April 11 and 12, 2018 as part of the National Environmental Policy Act process, and through a 90-day review and comment period for the *Draft Spaceport Camden Environmental Impact Statement*, and the FAA received a number of comments from the public regarding cultural resources, and the public comments identified cultural and historic sites in the area and expressed an interest in minimizing impacts to these sites, and the FAA included a copy of the Draft PA in the *Final Spaceport Camden Environmental Impact Statement*, and the FAA has considered the public's comments in development of this PA; and

NOW, THEREFORE, the FAA, SHPO, and ACHP agree that the Undertaking will be implemented in accordance with the following Stipulations in order to take into account the effects of the Undertaking on historic properties:

STIPULATIONS

The FAA, in coordination with the County, will ensure the following measures are carried out:

I. ARCHAEOLOGICAL SURVEY OF SITE PROPOSED FOR THE ALTERNATE LAUNCH CONTROL CENTER AND VISITOR CENTER

- A. All documents required by this stipulation shall be reviewed using the process at Stipulation VIII.
- B. At such time as the County decides to move forward with the alternative control center and visitor center as part of the undertaking and the County resolves ownership, access and/or hazardous material concerns, the County shall prepare and implement a plan to conduct an archaeological survey (Phase II) of the area identified for the alternate launch control center and visitor center to include, but is not limited to, the following:

1. Meet the standards set forth in Stipulation IX.
2. The survey plan will include delineation of the survey boundaries and a methodology for Phase I and Phase II studies.

C. Implementation of the survey

1. Professionals meeting the Federal qualification standards in Stipulation IX.A.1 shall implement the survey in accordance with the survey standards in Stipulation IXA.2 through 3 and survey plan in item B.2. above.
2. There may be multiple plans if ownership or hazardous material concerns are addressed in later time frames when access is available.
3. Upon completion of the archaeological survey, the County will prepare, and submit the draft survey report to FAA, thereby initiating the review process set forth in Stipulation VIII.

D. Analysis of the survey results

1. If any of the site(s) are determined NRHP-eligible after the Phase II testing, then the FAA and the County, in consultation with the Consulting Parties (except for ACHP), will resolve adverse effects, in accordance with Stipulation X, as follows:
 - a) Seek alternatives to avoid or minimize effects to reach a finding of No Adverse Effect to Historic Properties.
 - b) If no such alternatives are feasible, develop a mitigation plan to resolve Adverse Effects to Historic Properties.

II. NOISE AND VIBRATION STUDY

- A. All documents required by this stipulation shall be reviewed using the process at Stipulation VIII.
- B. Prior to but no later than when the County is notified that an Operator has submitted a pre- Vehicle Operator License application to the FAA and within 60 calendar days after notification, the County shall prepare and implement a plan to monitor noise-induced structural vibration effects to historic properties during vehicle launches to include, but not be limited to, the following:
 1. Meet applicable State and Federal guidelines to include but not be limited to Section 11.1.4 of FAA 1050.1F Desk Reference.

2. Establishment of

- a) management boundaries for the monitoring area;
- b) number of monitoring events to be completed;
- c) equipment that will be utilized;
- d) noise and vibration standard and perspective that will be studied, to include, but not be limited to, launch noise-induced structural vibration, sonic boom range, launch frequency effects on setting, and debris risk;
- e) monitoring locations which could include, but are not limited to the following historic properties:
 - (1) Floyd's Fairfield and Bellevue Plantations/Union Carbide Property (CM-CO 31);
 - (2) High Point-Half Moon Bluff Historic District on Cumberland Island (#78000265);
 - (3) The Cumberland Island Cultural Historic Landscape (no number) and the Main Road on Cumberland Island (#84000941);
 - (4) Dover Bluff Club Historic District and the Tabby Ruins on Dover Bluff; and
 - (5) Cabin Bluff Cumberland River Retreat Historic District;
- f) baseline of known historic properties and their existing conditions, to include review of prehistoric and historic research studies, ethnographic studies, available and potential new cultural resource surveys, architectural surveys, the Gullah/Geechee Cultural Heritage Corridor report and database, and other reports;
- g) the environmental setting including but not limited to the flora, fauna, topography, and geomorphology of the monitored area;
- h) cultural resources mapping study used as an archaeological sensitivity predictive model for unknown sites to amend the baseline in item B.2.f above, using criteria such as slope, distance to water, the distribution of known sites, and landform age.

- i) The goal of the monitoring program is to determine whether the Undertaking causes impacts to any of the historic properties in the APE.
 - (1) The monitoring program will be limited to the first six launches conducted under a Vehicle Operator License. The number of monitoring events may be increased if FAA, in consultation with SHPO and other interested consulting parties, determines a need. For example, there may be a need if there is a launch failure or if the analysis shows that more than six are necessary.
 - (2) Monitoring plans for potential physical damage from noise and vibration will be developed prior to launch activities then updated after monitoring is completed at the conclusion of post-launch field studies.
 - (3) Monitoring personnel and procedures shall conform to the applicable State and Federal standards and guidelines in Stipulation IX.A.1.
 - (4) Monitoring on Federal, State, and private land will be conducted in accordance with Federal and State regulations and will include procedures developed in consultation with the landowners.
- 3. Any Federal undertaking that would include an action by the NPS would require its own Section 106 review and consultation.
- 4. Communication plan for coordinating the monitoring activities between the operators, participating tribes, Federal, State, and private landowners.
 - a) Within 15 calendar days of each of the first six launches, the County will send the results of the monitoring to the consulting parties.
 - b) Within 30 calendar days of the third launch, the County will send a report comparing the monitoring results of the six launches to the consulting parties.
- 5. Identification of the roles and responsibilities of the FAA, the County, and private land owners where monitoring equipment will be located; and
- 6. Description for how to manage confidential information.

- C. The FAA will monitor the effects on historic properties in the APE in accordance with Stipulation X and report the results to consulting parties for review following the process in Stipulation VIII, including the following:
 - 1. Description of cultural resources sensitivity mapping studies that should be conducted prior to the start of a monitoring study;
 - 2. Description of the monitoring methodology from pre-launch studies through post-launch field survey and reporting, which would include the environmental setting including but not limited to the flora, fauna, topography, historic buildings, historic cemeteries, and geomorphology of the monitored area;
 - 3. Summary of pre-launch field studies' results and/or sensitivity mapping study conclusions;
 - 4. Summary of post-launch field studies' results, including cumulative results; and
 - 5. Any recommendations to be followed for future monitoring.
- D. FAA will consider consulting party comments when assessing effects in accordance with Stipulation X.
- E. Based on consulting party comments and recommendations, monitoring program criteria will be revised and expanded for use in future Vehicle Operator Licenses.

III. REVIEW OF FACILITY DESIGN AND LIGHTING PLANS

- A. The County will develop a Facility Design and Lighting Plan, with the plans clearly delineated to show the limits of the facility and specific areas where ground disturbance of previously undisturbed ground would occur. The plans will also include information on a proposed schedule for and extent of light intensity in relation to locations of historic properties identified for the Noise and Vibration Study in Stipulation II.
 - 1. The County will submit the Facility Design and Lighting Plan to FAA at 60 percent design plans for construction.
 - 2. Within 15 calendar days, FAA will review the Facility Design and Lighting Plan and submit it to consulting parties for review and comment according to the process in Stipulation VIII.

- B. Areas of proposed ground disturbance delineated on the Facility Design and Lighting Plan will be used to confirm adequacy of the Archaeological Survey plan boundaries developed in Stipulation I.B.2.
- C. FAA will take comments from consulting parties into account when assessing effects under Stipulation X and notify the County of changes required to avoid, minimize, or mitigate adverse effects on historic properties.

IV. REVIEW OF FIRE MANAGEMENT PLAN

- A. The County will develop a Fire Mitigation Plan, with the plans clearly delineated to show locations of any proposed permanent fire facilities, including roads, and where fire equipment would be temporarily stationed during and after a launch.
 - 1. The County will submit the Fire Mitigation Plan to FAA at 60 percent design plans for construction.
 - 2. Within 15 calendar days, FAA will review the Fire Mitigation Plan and submit it to consulting parties for review and comment according to the process in Stipulation VIII.
- B. If any permanent fire facilities, including roads, are proposed, associated areas of proposed ground disturbance will be used to confirm adequacy of the Archaeological Survey plan and boundaries developed in Stipulation I.B.2.
- C. FAA will take comments from consulting parties into account when assessing effects under Stipulation X and notify the County of changes required to avoid, minimize, or mitigate adverse effects on historic properties.

V. POST-REVIEW DISCOVERIES

- A. Prior to the start of construction activities, the County will develop an Unanticipated Discoveries Plan that will specify the exact procedures to be followed in the event that previously unidentified properties are discovered or unanticipated effects on historic properties are identified during implementation of the Undertaking. The Unanticipated Discoveries Plan will be developed in consultation as described under Stipulation VIII.
- B. The FAA and County will include in the Unanticipated Discoveries Plan protocols for notifying and consulting with federally recognized Tribes, SHPO, the State Archaeologist, and the Gullah/Geechee Nation in the event of a discovery of human remains and/or funerary objects.

VI. REVIEW OF VEHICLE OPERATOR LICENSE APPLICATIONS

- A. Within 15 calendar days after an Operator submits a pre-Vehicle Operator License application to the FAA, the FAA will notify consulting parties of its receipt of the pre-Vehicle Operator License application.
 - 1. FAA will re-evaluate the already-completed baseline identification efforts in Stipulation II.B.2.f. prior to issuance of a Vehicle Operator License; however, should additional historic properties or effects be identified an amendment to the agreement could be proposed consistent with Stipulation XV(B). It is assumed the Stipulations in this PA are adequate to identify and take into account the effects on historic properties for the launch activities licensed by the Vehicle Operator License.
 - 2. FAA will assess and resolve effects of the launch activities on historic properties in accordance with Stipulation X.
 - 3. If the applicant for a future Vehicle Operator License requests a change to the operation of Spaceport Camden, FAA will follow the procedures in Stipulation VII.

VII. CHANGES TO THE OPERATION OF SPACEPORT CAMDEN

- A. If the County or a future Vehicle Operator License applicant proposes change(s) in operations, to include but not be limited to the infrastructure of Spaceport Camden or changes in the launch vehicle, azimuth and/or trajectory described in the County's Launch Site Operator License Application, the FAA will review whether future activities, including construction and operational details, fall outside the scope of those addressed in the EIS, and if so, it would require additional environmental review under NEPA and assessment of potential effects on historic properties under Section 106.
- B. FAA will review whether the proposed activities would change the Undertaking (including the specific operational assumptions described in **Exhibit A** to this PA) and FAA would initiate consultation to amend this PA in accordance with Stipulation XV, if needed.

VIII. REVIEW PROCESS FOR DOCUMENTS

The following process will be used for any document, report, or plan produced in accordance with Stipulations I through V of this PA:

- A. Draft Document

1. The County shall provide the document to the FAA for technical review and concurrence
 - a) FAA has 15 calendar days to complete its technical review.
 - b) If the FAA does not provide concurrence it shall submit its comments back to the County, who will have 15 calendar days to address the comments and resubmit at Stipulation VIII.A.1.
 - c) If the FAA provides concurrence it shall proceed to Stipulation VIII.A.2.
2. The FAA shall provide the draft document to consulting parties, except the ACHP, for review and comment.
 - a) Consulting parties shall have 30 calendar days to review and comment.
 - b) The FAA shall coordinate a meeting with consulting parties to facilitate comments on the document if requested by a consulting party.
 - c) The FAA shall consolidate comments received and provide them to the County for the draft final document within 15 calendar days of receiving comments from consulting parties.

B. Draft Final Document

1. The County shall provide the FAA with the draft final document for technical review and concurrence.
 - a) FAA has 15 calendar days to complete its technical review.
 - b) If the FAA does not provide concurrence, it shall submit its comments back to the County, who will have 15 calendar days to address the comments and resubmit at Stipulation VIII.B.1.
 - c) If the FAA provides concurrence it shall proceed to Stipulation VIII.B.2.
2. The FAA shall provide the draft final document to consulting parties, except the ACHP, for review and comment.
 - a) Consulting parties have 30 calendar days to review and comment.

- b) The FAA shall coordinate a meeting with consulting parties to facilitate comments on the document if requested by a consulting party.
- c) The FAA shall consolidate comments received and provide them to the County for the final document within 15 calendar days of receiving comments from consulting parties.

C. Final Document

- 1. The County shall provide the FAA with the final document for approval.
 - a) FAA has 15 calendar days to complete its technical review.
 - b) If the FAA does not approve the document, it shall submit its comments back to the County, who will 15 calendar days to address the comments and resubmit at Stipulation VIII.C.1.
 - c) If the FAA provides approval it shall proceed to Stipulation VIII.C.2.
- 2. The FAA shall provide the final document to consulting parties, except the ACHP, within 30 calendar days of approving the final document.

IX. PROFESSIONAL QUALIFICATIONS AND SURVEY STANDARDS

- A. All cultural resources work conducted under this PA will be conducted by or under the direct supervision of professionals meeting the Federal qualification standards, in the discipline appropriate to the properties being treated, and will be consistent with, but not exclusive to,
 - 1. The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (1983) (48 Federal Register 44716-44742) and the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68); and
 - 2. Advisory Council on Historic Preservation: Treatment of Archeological Properties: A Handbook (1980), and the Advisory Council on Historic Preservation Policy Statement Regarding Treatment of Burial Sites, Human Remains and Funerary Objects, (23 February 2007); and
 - 3. Georgia Council of Professional Archaeologists' Georgia Standards and Guidelines for Archaeological Investigations (Revised 2019).

- B. The evaluation of potential adverse effects on historic properties from launch failures will be based on analyses conducted by the FAA's cultural resources personnel based on modeling and risk evaluations made by qualified professional engineers and confirmed by the FAA's own engineers.

X. ASSESSMENT AND RESOLUTION OF EFFECTS

- A. The following activities resulting from the Undertaking still need to be evaluated for effects to historic properties through the Stipulations in this PA include but is not limited to the following activities to be assessed:
 - 1. All facility construction or operation plans (Facility Design and Lighting Plans, Fire Mitigation Plan),
 - 2. Vehicle Operator License applications,
 - 3. Results of the Noise and Vibration study, and
- B. Any changes to the Launch Site Operator License.
- C. The County shall provide information regarding the activity being assessed to the FAA for assessment of effect.
- D. The FAA shall assess the effects of the proposed activity on historic properties, including direct, indirect, and cumulative effects, using the criteria of adverse effects (36 CFR § 800.5(a)(1)) and will make one of the following determinations:
 - 1. "No Effect to Historic Properties:" if the FAA determines that historic properties present in the APE will not be affected by the activity being assessed, the FAA shall document this determination for inclusion in the Annual Report, and the FAA has no further obligations under this Stipulation.
 - 2. "No Adverse Effect to Historic Properties:" if the FAA determines that historic properties present in the APE will not be adversely affected by the activity being assessed, the FAA shall proceed to Stipulation X.D.
 - 3. "Adverse Effect to Historic Properties:" if the FAA determines that historic properties present in the APE will be adversely affected by the activity being assessed, the FAA shall proceed to Stipulation X.E.
- E. No Adverse Effect to Historic Properties

1. For those activity being assessed with a finding of “No Adverse Effect to Historic Properties” the FAA shall provide the SHPO, the Tribes, and other consulting parties (except the ACHP) with a packet of information including, but not limited to, the following:
 - a) description of the activity being assessed, to include depth and amount of ground disturbance anticipated;
 - b) APE map showing the location of the project and of any identified historic properties;
 - c) description of the historic properties potentially affected, if any;
 - d) any photos as necessary; and
 - e) finding of “No Adverse Effect to Historic Properties” and request for concurrence with said finding from SHPO.
2. The Tribes and other consulting parties are under no obligation to provide comments on the finding of effect; however, if they wish FAA to consider their comments regarding the finding of effect, Tribes and other consulting parties can submit comments in writing within 30 calendar days of receipt. If no comments are received within that time, the FAA shall make a second attempt to contact the Tribes and other consulting parties for comments. FAA shall take any tribal or other consulting party comments received into consideration before concluding the consultation and will notify the SHPO of any tribal or other consulting party concerns and the FAA response to those concerns.
3. The SHPO shall provide a response to the FAA finding of effect within 30 calendar days of receipt of all pertinent documentation. If no comments are received within that time, the FAA shall make a second attempt to contact the SHPO for comments before assuming concurrence with the FAA finding of effect.
 - a) If the SHPO concurs with the “No Adverse Effect to Historic Properties” finding, the FAA shall first determine if any consulting party has concerns with the finding (see Stipulation X.D.4), and if there are no concerns the FAA shall document this concurrence, and FAA has no further obligations under this Stipulation.

4. If any consulting party does not concur or has concerns, with the finding of “No Adverse Effect to Historic Properties,” the FAA shall consult with that consulting party, and include other consulting parties as appropriate, for no more than a total of 30 calendar days, or other time period as agreed to among consulting parties, upon receipt of the notification of non-concurrence to attempt to resolve concerns as identified by the consulting party.
 - a) If at the end of the 30 calendar days, or agreed to specified time, the consulting party concurs with the finding of “No Adverse Effect to Historic Properties,” the FAA shall document this concurrence, and FAA has no further obligations under this Stipulation.
 - b) If at the end of the 30 calendar days, or agreed to specified time, the consulting party does not concur with the finding of “No Adverse Effect to Historic Properties”, the FAA shall notify the ACHP in accordance with Stipulation XIII.

F. Adverse Effect to Historic Properties

1. For those activities with a finding of “Adverse Effect to Historic Properties” the FAA shall provide the SHPO, the Tribes, other consulting parties (except the ACHP) with a packet of information including, but not limited to, the following:
 - a) description of the activity being addressed, to include depth and amount of ground disturbance anticipated;
 - b) APE map showing the location of the project and of any identified historic properties;
 - c) description of the historic properties affected;
 - d) any photos as necessary;
 - e) finding of “Adverse Effect to Historic Properties” and request for concurrence on said finding from the SHPO; and
 - f) proposed means to avoid or minimize adverse effects and to offer mitigation measures if appropriate.

2. The Tribes and other consulting parties are under no obligation to provide comments on the finding of effect; however, if they wish the FAA to consider their comments regarding the finding of effect, Tribes and other consulting parties can submit comments in writing within 30 calendar days of receipt. If no comments are received within that time, the FAA shall make a second attempt to contact the Tribes and other consulting parties for comments. FAA shall take any tribal or other consulting party comments received into consideration before concluding the consultation and will notify the SHPO of any tribal or other consulting party concerns and the FAA's response to those concerns.
3. The SHPO shall provide a response to the FAA's finding of effect within 30 calendar days of receipt of all pertinent documentation. If no comments are received within that time, the FAA shall make a second attempt to contact the SHPO for comments before assuming concurrence with the FAA's effect determination.
 - a) If the SHPO concurs with the adverse effects finding, the FAA shall first determine if any consulting party has concerns with the finding (see Stipulation X.E.4), and if there are no concerns the FAA shall proceed to Stipulation X.F.
4. If a consulting party does not concur, or has concerns, with the finding of "Adverse Effect to Historic Properties," the FAA shall consult with the consulting party, and other consulting parties as appropriate, for no more than a total of 30 calendar days, or other time period as agreed to among the consulting parties, upon receipt of the notification of non-concurrence to attempt to resolve concerns as identified by the consulting party.
 - a) If at the end of the 30 calendar days, or agreed to specified time, the consulting party concurs with the finding of "Adverse Effect to Historic Properties," the FAA shall proceed to Stipulation X.F.
 - b) If at the end of the 30 calendar days, or agreed to specified time, the consulting party does not concur with the finding of "Adverse Effect to Historic Properties," the FAA shall notify the ACHP in accordance with Stipulation XIII.

G. Resolution of Adverse Effects

1. For public awareness, the FAA shall post a notice of the adverse effects finding on the FAA project website, Spaceport Camden Environmental Impact Statement (https://www.faa.gov/space/environmental/nepa_docs/camden_eis), within 10 calendar days of receiving the SHPO's concurrence of a finding of "Adverse Effect to Historic Properties" to include a description of the activity being assessed, a list of identified historic properties, the explanation for the finding of adverse effects, steps taken or considered by FAA to avoid or minimize the adverse effects, any SHPO comments received by FAA regarding the activity, and an invitation to provide written comment within 30 calendar days of posting to the FAA.
2. The FAA shall offer to facilitate a consultation meeting within 30 calendar days after notifying the public, to discuss alternatives to avoid, minimize, or mitigate the adverse effects. Additional meetings shall be scheduled as needed.
3. If through consultation with the SHPO and consulting parties the activity avoids adverse effects, the FAA will document the alternatives utilized to reduce the effects of the activity to a no adverse effect finding in consultation and in concurrence with all participating consulting parties, and the FAA has no further obligations under this Stipulation.
4. If through consultation with the SHPO and consulting parties the adverse effects are minimized or mitigated, then the measures agreed to by FAA, the SHPO, and consulting parties can be specified in a Memorandum of Agreement in accordance with 36 CFR § 800.6(c) and filed with the ACHP upon execution.
5. The ACHP may participate in the resolution of adverse effects for individual undertakings if a written request is received from FAA, the SHPO, a Tribe, or a consulting party.

XI. COORDINATION WITH OTHER FEDERAL REVIEWS

In the event that the County applies for federal funding or approvals for the Undertaking from another agency and the Undertaking remains unchanged, such funding or approving agency may comply with Section 106 by agreeing in writing to the terms of this PA by becoming an Invited Signatory. The FAA shall notify the consulting parties in accordance with Stipulation XV.B requesting an amendment to add the funding or approving agency as an Invited Signatory to the PA.

XII. ANNUAL MONITORING AND REPORTING

- A. Each year following the execution of this PA, the FAA and the County will provide the consulting parties with an annual report detailing work undertaken pursuant to its terms. The FAA will distribute the report to all parties (refer to Attachment F) to this PA at least 15 calendar days prior to the Annual Meeting (described below).
 - 1. The annual report will include scheduling changes proposed, any problems encountered, and any disputes and objections received in FAA's and the County's efforts to carry out the terms of this PA.
 - 2. The annual report will include a section to be prepared by the County of activities as they relate to compliance with the Stipulations of this PA. The annual report will include the following:
 - a) A description of the past year's efforts and anticipated upcoming efforts for identification, and evaluation of historic properties, assessment of effects, monitoring, resolution of adverse effects including avoidance, minimization and mitigation measures, and protection of historic properties.
 - b) An update on archaeology
 - c) An update on monitoring
 - d) An evaluation of the progress of mitigation activities.
 - e) A description of any known or expected changes to the Undertaking.
 - f) Changes to contacts in Attachment F.
 - g) Recommended amendments to the PA.
- B. Annual Meeting: For the life of this PA, the FAA will coordinate a meeting of the consulting parties to be held each year in February or March, or another mutually agreed upon date, to discuss activities carried out pursuant to this PA during the preceding year and activities scheduled for the upcoming year.
 - 1. The FAA will evaluate the effectiveness of this PA and whether any amendments or changes are needed based on the County's progress reports or Undertaking modifications and provide its evaluation to consulting parties prior to the Annual Meeting.

2. The meeting will be held in a location agreed upon by consensus of the consulting parties who may participate. This meeting could be a webinar or in person, or none at all, as mutually agreed upon by the FAA and the consulting parties. The FAA will distribute minutes of the meeting to all consulting parties within 14 calendar days of the meeting.

XIII. DISPUTE RESOLUTION

- A. Should any consulting party object to any plans or actions pursuant to this PA or the manner in which the terms of this PA are implemented, the objecting party will provide written notice to the FAA. The FAA will take the objection into account and consult, as needed, within 10 business days with the objecting party to resolve the objection, and include other consulting parties as appropriate. If the FAA determines that such objection cannot be resolved, the FAA shall:
 1. Forward all documentation relevant to the dispute, including the FAA's proposed resolution, to the ACHP. The ACHP shall provide the FAA with its advice on the resolution of the objection within 30 calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FAA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the consulting parties, and provide them with a copy of this written response. The FAA will then proceed according to its final decision.
 2. If the ACHP does not provide its advice regarding the dispute within the 30 calendar-day time period, the FAA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FAA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories to the PA, and provide them and the ACHP with a copy of such written response.
- B. The FAA's responsibility to carry out all other actions subject to the terms of this PA that are not subject of the dispute remain unchanged.
- C. Should any member of the public raise a timely and substantive objection pertaining to the manner in which the terms of this PA are carried out, at any time during its implementation, the FAA shall consider objection by consulting with the objector to resolve the matter. When the FAA responds to an objection, it shall notify the consulting parties of the objection, and the manner in which it was resolved. The FAA may request the assistance of the PA's consulting parties to resolve such an objection.

XIV. ANTI-DEFICIENCY ACT COMPLIANCE

FAA's obligations under this PA are subject to the availability of funds, and the Stipulations of this PA are subject to the provisions of the Anti-Deficiency Act. FAA shall make reasonable and

good faith efforts to secure the necessary funds to implement this PA in its entirety. If compliance with the Anti-Deficiency Act alters or impairs FAA's ability to implement the Stipulations of this PA, FAA shall consult with its Signatories and Invited Signatories in accordance with Stipulation XV.B.

XV. DURATION, AMENDMENT, AND TERMINATION

- A. This PA will become effective upon execution by the FAA, SHPO, and the ACHP, and will remain in effect for a term of 10 years from its date of execution or until the expiration of the license (whichever comes first), at which time the Signatories and Invited Signatories may seek to extend this PA for an additional period of time.
- B. Any Signatory or Invited Signatory to this PA may request that the other Signatories and Invited Signatories consider amending it, in which case the parties will consult to consider the proposed amendment(s). The amendment will be effective on the date a copy signed by all Signatories and Invited Signatories is filed with the ACHP.
- C. One year prior to the expiration of this PA, the Signatories and Invited Signatories will consult to determine whether this PA should be extended for a period to be determined. If the term of this PA is not extended through an amendment, then this PA will expire at the end of the duration period set forth in Stipulation XV.A.
- D. If any Signatory or Invited Signatory to this PA determines that its terms will not or cannot be carried out, that party will immediately consult with the other parties to attempt to develop an amendment per Stipulation XV.B. If within 30 calendar days (or another time period agreed to by all Signatories) an amendment cannot be reached, any Signatory or Invited Signatory may terminate this PA upon written notification to the other Signatories and Invited Signatories.
- E. Once this PA is terminated, and prior to work continuing on the Undertaking, the FAA must either execute a new PA pursuant to 36 CFR § 800.6, or request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The FAA will notify the Signatories, Invited Signatories, and Consulting Parties as to the course of action it will pursue.

Execution of this PA by the FAA, the SHPO, and the ACHP, and implementation of its terms, is evidence the FAA has taken into account the effects of the Undertaking on historic properties and afforded the ACHP an opportunity to comment.

**PROGRAMMATIC AGREEMENT BETWEEN
THE FEDERAL AVIATION ADMINISTRATION,
THE GEORGIA STATE HISTORIC PRESERVATION OFFICER,
AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING THE
CONSTRUCTION AND OPERATION OF A SPACEPORT,
CAMDEN COUNTY, GEORGIA**

FEDERAL AVIATION ADMINISTRATION (SIGNATORY)

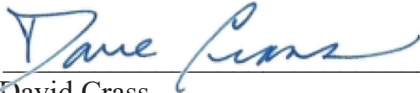
By: **DANIEL P
MURRAY**
Daniel P. Murray
Executive Director, Office of Operational Safety
Office of Commercial Space Transportation

Digitally signed by
DANIEL P MURRAY
Date: 2021.12.09
18:20:33 -05'00'

Date: _____

**PROGRAMMATIC AGREEMENT BETWEEN
THE FEDERAL AVIATION ADMINISTRATION,
THE GEORGIA STATE HISTORIC PRESERVATION OFFICER,
AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING THE
CONSTRUCTION AND OPERATION OF A SPACEPORT,
CAMDEN COUNTY, GEORGIA**

GEORGIA STATE HISTORIC PRESERVATION OFFICE (SIGNATORY)


By: 
Dr. David Crass

Director and Deputy State Historic Preservation Officer

Date: December 8, 2021

**PROGRAMMATIC AGREEMENT BETWEEN
THE FEDERAL AVIATION ADMINISTRATION,
THE GEORGIA STATE HISTORIC PRESERVATION OFFICER,
AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING THE
CONSTRUCTION AND OPERATION OF A SPACEPORT,
CAMDEN COUNTY, GEORGIA**

ADVISORY COUNCIL ON HISTORIC PRESERVATION (SIGNATORY)

By: 
Reid J. Nelson
Executive Director, Acting

Date: December 14, 2021

**PROGRAMMATIC AGREEMENT BETWEEN
THE FEDERAL AVIATION ADMINISTRATION,
THE GEORGIA STATE HISTORIC PRESERVATION OFFICER,
AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING THE
CONSTRUCTION AND OPERATION OF A SPACEPORT,
CAMDEN COUNTY, GEORGIA**

CAMDEN COUNTY BOARD OF COMMISSIONERS (INVITED SIGNATORY)

By: _____

Steve L. Howard
County Administrator

Date: _____

12/7/21

**PROGRAMMATIC AGREEMENT BETWEEN
THE FEDERAL AVIATION ADMINISTRATION,
THE GEORGIA STATE HISTORIC PRESERVATION OFFICER,
AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING THE
CONSTRUCTION AND OPERATION OF A SPACEPORT,
CAMDEN COUNTY, GEORGIA**

U.S. NATIONAL PARK SERVICE (CONCURRING PARTY)

By: _____
[INSERT NAME]
[INSERT TITLE]

Date: _____

ATTACHMENT A. UNDERTAKING DESCRIPTION

The Camden County Board of Commissioners (the County) has applied to the Federal Aviation Administration (FAA) for a Launch Site Operator License for a commercial spaceport in Camden County, Georgia. The proposed Spaceport Camden property is located in an unincorporated area of Woodbine, in Camden County, approximately 11.5 miles due east of the town of Woodbine, Georgia, 5 miles due west of Cumberland Island National Seashore (CUIS), less than 1 nautical mile from the Satilla River, and 6.7 nautical miles from the Atlantic Ocean. Access to the site is at the eastern termination of Union Carbide Road, an extension of Harriett's Bluff Road (Exit 7 from I-95). The site is on the coast, immediately surrounded by salt marshes to the east and south, and the Satilla River to the north.

The entire property, which totals approximately 11,800 acres, is currently owned by two companies, the Union Carbide Corporation (about 4,000 acres) and Bayer CropScience (about 7,800 acres). The County has entered into an option agreement to purchase most of the land owned by Union Carbide Corporation and is planning to pursue the purchase of the land owned by Bayer CropScience. The entire property is a combination of uplands and marshlands.

CONSTRUCTION

The County proposes to construct the Vertical Launch Facility, Launch Control Center Complex, an Alternate Control Center and Visitor Center and Mission Preparation Area and supporting facilities on approximately 100 noncontiguous upland acres of the industrial site. The remainder of the property would be part of the spaceport boundary, although there are no plans for constructing supporting facilities in these areas at this time. If in the future the County proposed additional construction or changes to operations, it would require additional consideration under Section 106 of the NHPA, including any updates or revisions to the PA, as appropriate.

- The Vertical Launch Facility would include a launch pad and its associated structures, storage tanks, and handling areas; vehicle and payload integration facilities; a lightning protection system; deluge water systems and associated water capture tank; water tower; and other launch-related facilities and systems including shops, office facilities, and stormwater retention ponds.
- The Launch Control Center Complex would include a Launch Control Center Building housing a control room and related equipment and a Payload Processing Building.
- The Alternate Control Center would mirror the Launch Control Center in facility construction, providing a backup launch control capability, and would also include a Visitor Center containing informational displays and accommodations for visitors to view launches.
- The Mission Preparation Area would be used for remote vehicle processing and would occupy approximately 13 acres. It would primarily consist of a 400-foot by 400-foot concrete pad as well as a building for operations, storage, and fuel and oxidizer tanks.

Each of the launch site facilities and the western boundary of the site would be fenced to provide security and control access. The Alternate Control Center and Visitor Center is located outside of the Spaceport Camden site boundary on what is currently Bayer CropScience property.

Onsite infrastructure improvements would include improvements to existing internal roads, construction of new roadways, and new electrical distribution, water distribution, and septic systems on the launch site. However, electricity and water are available on the adjoining Bayer CropScience property, and there is an access road to the launch site. The County does not anticipate that improvements or expansions would be required for Harrietts Bluff Road/Union Carbide Road outside the proposed spaceport site, which would provide access to the site. Additionally, the County does not anticipate required expansions or improvements to the utilities that bring electricity and communications to the external boundary of the industrial property, although expansions and improvements may be required within the boundary of the site to provide utilities to various facilities.

The County expects construction activities to last approximately 15 months. Construction activities would occur during daylight hours, five days a week. It is anticipated that 40 to 50 construction workers would be required for the construction of the facilities and 20 additional construction workers would be required for the construction of new infrastructure (water, sewer, drainage, and roads). Launch site construction activities would not commence until after the National Environmental Policy Act process, including issuance of a Record of Decision, has been completed and any required permits or approvals have been granted.

OPERATIONS

Operations would consist of up to 12 launches and up to 12 static fire engine tests and 12 wet dress rehearsals of a small liquid propellant launch vehicle per year. One of the 12 launches could be a night launch. The proposed trajectory in the Spaceport Camden Launch Site Operator License Application is 100 degrees from true north. The booster rocket(s) providing the initial powered ascent of the launch vehicle (i.e., the “first stage”) would drop into the Atlantic Ocean and not be recovered.

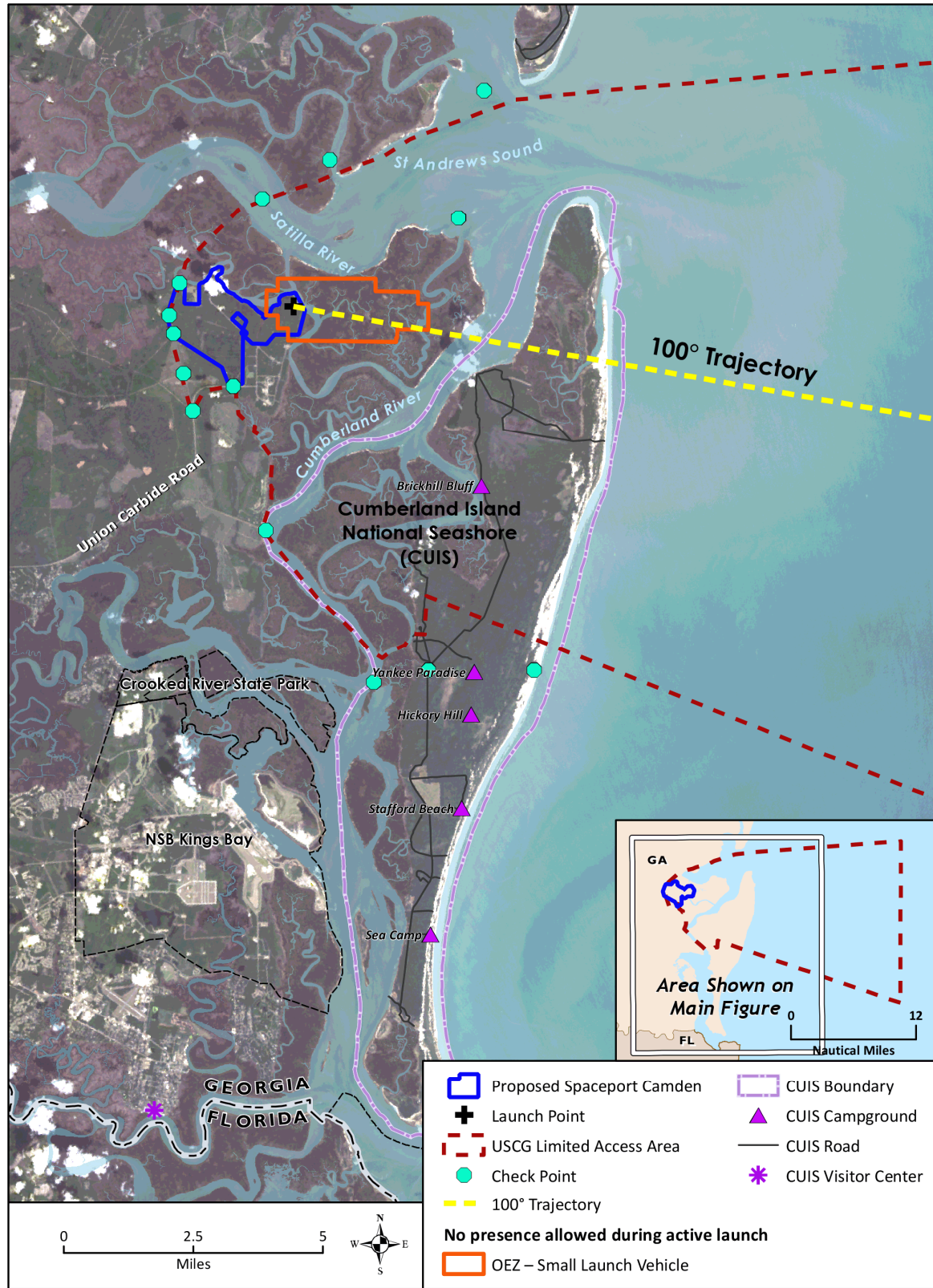


Exhibit A-1. Representative Trajectory (100 Degree) Proposed Launch Operations

ATTACHMENT B. AREA OF POTENTIAL EFFECTS



Exhibit B-1. Area of Potential Effects for Spaceport Camden

ATTACHMENT C. HISTORIC PROPERTIES IDENTIFIED IN THE DIRECT AND INDIRECT APEs

Table 1. Effect on Historic Properties in the APEs for Proposed Spaceport Camden

Resource Number	Resource Description	NRHP Eligibility	Location in APE	Findings of Effect	Potential Source of Effect ¹
Historic Properties in the APE for Direct Effects: Construction Areas					
9CM30	Shell scatter & pottery, pre-contact	Potentially eligible, Criterion D	Vertical Launch Facility	Potential for effect ²	Construction: Ground disturbance
9CM64	Shell midden & pottery, Mississippian	Potentially eligible, Criterion D	Vertical Launch Facility	Potential for effect ²	Construction: Ground disturbance
9CM570	Shell midden & pottery, Woodland	Potentially eligible, Criterion D	Vertical Launch Facility	Potential for effect ²	Construction: Ground disturbance
9CM571	Shell midden & pottery, Woodland	Potentially eligible, Criterion D	Vertical Launch Facility	Potential for effect ²	Construction: Ground disturbance
Historic Properties in the APE for Direct and Audible, Vibratory, and Visual Effects: Proposed Spaceport Camden Site Boundary					
9CM24	Shell scatter, Late Archaic - Mississippian	Potentially eligible, Criterion D	Outside of construction area, within proposed Spaceport Camden boundary	No effect	n/a
9CM25	Shell midden, Woodland, Mississippian	Potentially eligible, Criterion D	Outside of construction area, within proposed Spaceport Camden boundary	No effect	n/a
9CM26	Shell mounds, Woodland	Potentially eligible, Criterion D	Outside of construction area, within proposed Spaceport Camden boundary	No effect	n/a
CM-CO 31	Floyd's Fairfield & Bellevue Plantations, c. 1804-c. 1877	Eligible, Criteria B, C & D Criteria Consideration C & D	Outside of construction area, within proposed Spaceport Camden boundary	Potential for effect	Operations: Vibration
CM-CO 31, Resource A	Anchor House ruins, early 19 th century	Eligible, Criterion C	Outside of construction area, within proposed Spaceport Camden boundary	Potential for effect	Operations: Vibration
CM-CO 31, Resource B	Charles Rinaldo Floyd Burial Site, 1845	Eligible, Criteria B & C, Criteria Consideration C	Outside of construction area, within proposed Spaceport Camden boundary	Potential for effect	Operations: Vibration
CM-CO 31, Resource C	Floyd Family Cemetery, early to mid-19 th century	Eligible, Criteria A & C, Criteria Consideration D	Outside of construction area, within proposed Spaceport Camden boundary	Potential for effect	Operations: Vibration

Table 1. Effect on Historic Properties in the APEs for Proposed Spaceport Camden

Resource Number	Resource Description	NRHP Eligibility	Location in APE	Findings of Effect	Potential Source of Effect ¹
Historic Properties in the APE for Audible, Vibratory, and Visual Effects: 5-mile Radius					
#78000265	High Point-Half Moon Bluff Historic District (HP-HMB), c. 1700-mid-20 th century	Listed as HP-HMB HD, Criteria A & D	CUIS: High Point-Half Moon Bluff Historic District (HD)	Potential for effect	Operation: Vibration, noise, visual
#78000265, Resource A	First African Baptist Church, 1937	Contributing to HP-HMB HD, Criterion A	CUIS: Half Moon Bluff	Potential for effect	Operation: Vibration, noise, visual
#78000265, Resource B	Rischarde Red Barn, c. 1935-1945	Contributing to HP-HMB HD, Criterion A	CUIS: Half Moon Bluff	Potential for effect	Operation: Vibration, noise, visual
#78000265, Resource C	Alberty House, c. 1935-1945	Contributing to HP-HMB HD, Criterion A	CUIS: Half Moon Bluff	Potential for effect	Operation: Vibration, noise, visual
#78000265, Resource D	Trimnings House, c. 1935-1945	Contributing to HP-HMB HD, Criterion A	CUIS: Half Moon Bluff	Potential for effect	Operation: Vibration, noise, visual
#78000265, Resource I	Cemeteries, c. 1880	Contributing to HP-HMB HD, Criterion A	CUIS: Half Moon Bluff	Potential for effect	Operation: Noise, visual
#78000265, Resource J	High Point Road, c. 1880	Contributing to HP-HMB HD, Criterion A	CUIS: Half Moon Bluff to High Point	Potential for effect	Operation: Noise, visual
#84000941	Main Road, c. 1800-1870	Listed individually (no HD), Criterion A	North end of CUIS	Potential for effect	Operation: Visual
[No number for historic district]	Dover Bluff Club Historic District (DBC HD)	Eligible HD, Criterion C	Dover Bluff	Potential for effect	Operation: Vibration, noise
CRA #15	Cabin Bluff Cumberland River Retreat HD (CBCRR HD), c. 1920s-1930s	Eligible, Criteria A & C	Cabin Bluff	Potential for effect	Operation: Vibration, noise
[no number]	Cumberland Island Cultural Historic Landscape	Eligible as Historic Landscape (no HD), Criteria A, B, C, & D	CUIS	Potential for effect	Operation: Noise, visual

Resource data and NRHP eligibility determinations based on the results of the two identification efforts: *Phase I Archaeological Survey of the Proposed Spaceport Camden, Camden County, Georgia* (Cultural Resource Analysts, Inc. [CRA] 2017a) and *Historic Resources Survey for the Proposed Spaceport Camden Project in Camden County, Georgia* (CRA 2017b, and including a 2017 addendum).

Notes:

1: The SHPO concurred with the Finding of Effects for construction activities in a letter dated December 3, 2018 (HP-151117-001)

Table 1. Effect on Historic Properties in the APEs for Proposed Spaceport Camden

Resource Number	Resource Description	NRHP Eligibility	Location in APE	Findings of Effect	Potential Source of Effect ¹
2: If Undertaking design cannot avoid this resource, then further investigations will determine if it is eligible for listing on the NRHP; if eligible then there will be an adverse effect on historic properties.					
3: Abbreviations: CBCRR = Cabin Bluff Cumberland River Retreat; CUIS = Cumberland Island National Seashore; c. = circa; DBC = Dover Bluff Club; HD = historic district; HP-HMB = High Point-Half Moon Bluff; n/a = not applicable; NRHP = National Register of Historic Places.					

Summary of Potential Effects

The historic properties in the Floyd's Fairfield and Bellevue Plantations/Union Carbide Property (CM-CO 31: Anchor House ruins/resource A; Charles Rinaldo Floyd Burial Site/resource B; Floyd Family Cemetery/resource C) could be damaged by vibration and overpressure from the periodic noise events associated with the operation of the facility.

Operation of the facility could cause adverse effects to the High Point-Half Moon Bluff Historic District on Cumberland Island (#78000265: First African Baptist Church/resource A; Rischarde Red Barn/resource B; Alberty House/resource C; Trimmings House/resource D; Cemeteries/resource I; High Point Road/resource J) from indirect impacts as a result of temporary noise and visual intrusions.

Operation of the facility could result in effects to the Main Road on Cumberland Island (#84000941) from temporary visual intrusions and the Cumberland Island Cultural Historic Landscape (no number) from temporary noise and visual intrusions.

Operation of the facility could result in effects to the Dover Bluff Club Historic District from temporary noise intrusions.

Operation of the facility could result in effects to the Cabin Bluff Cumberland River Retreat Historic District from temporary noise intrusions.

ATTACHMENT D. SPACEPORT CAMDEN SITE PLANS

In collaboration with the FAA, the County is developing the following plans:

- Facility Design and Lighting Plan (Stipulation III)
- Noise and Vibration Study (Stipulation II)
- Unanticipated Discoveries Plan (Stipulation V)
- Archaeological Survey for the Alternate Launch Control Center and Visitor Center (Stipulation 1)
- Fire Mitigation Plan (Stipulation IV)

ATTACHMENT E. SUMMARY OF TRIBAL CONSULTATION AND INVOLVEMENT DURING ENVIRONMENTAL IMPACT STATEMENT DEVELOPMENT AND SECTION 106 PROCESSES FOR THE PROPOSED SPACEPORT CAMDEN

The Federal Aviation Administration (FAA) initiated formal government-to-government consultation with the following Native American Tribes through letters sent December 4, 2015:

- Chickasaw Nation
- Muscogee (Creek) Nation
- Poarch Band of Creek Indians
- Seminole Nation of Oklahoma
- Seminole Tribe of Florida
- Thlopthlocco Tribal Town

FAA mailed Section 106 consultation letters to the Tribal Leaders and/or Historic Preservation Officers at the following Native American Tribes through letters sent January 6, 2016:

- Chickasaw Nation
- Choctaw Nation of Oklahoma
- Muscogee (Creek) Nation
- Poarch Band of Creek Indians
- Seminole Nation of Oklahoma
- Seminole Tribe of Florida
- Thlopthlocco Tribal Town
- Cherokee of Georgia Tribal Council
- Georgia Tribe of Eastern Cherokee
- Lower Muskogee Creek Tribe

FAA heard from the Choctaw Nation of Oklahoma, who responded that they did not want to participate in the consultation. FAA did not hear from any other tribes.

FAA also sent by email a National Historic Preservation Act Section 106 consultation letter to the Chair of the Gullah/Geechee Commission. However, they did not participate. The Gullah/Geechee Sea Island Coalition requested consultative party status on behalf of the Gullah/Geechee Nation and was granted the status and has consulted on behalf of the Gullah/Geechee Nation.

The FAA sent all tribes and the Gullah/Geechee the *Draft Spaceport Camden Environmental Impact Statement*, inviting comment on the findings of effects on cultural resources. Only the Gullah/Geechee provided comments on the Draft Environmental Impact Statement (EIS). The FAA has provided responses to all Draft EIS comments in the Final EIS as part of the National Environmental Policy Act process.

ATTACHMENT F: CONSULTING PARTY CONTACTS

For the life of this Programmatic Agreement (PA), each party will provide updates to the list of contacts below, as needed, to the FAA. The FAA will distribute the updated list of contacts to all parties within five business days of receipt of the update.

Contacts for Signatories

Stacey Zee

Environmental Protection Specialist
Federal Aviation Administration
Office of Commercial Space Transportation
800 Independence Ave, SW, Suite 325
Washington, DC 20591
(202) 267-9305

Katharine Kerr

Program Analyst, Office of Federal
Agency Programs
Advisory Council on Historic Preservation
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(202) 517-0216

Steve L. Howard

County Administrator
Camden County Board of Commissioners
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Woodbine, GA 31569
(912) 510-0464

Jennifer Dixon

Program Manager
Environmental Review & Preservation
Planning
Georgia Department of Community
Affairs, Historic Preservation Division
60 Executive Park S
Atlanta, GA 30329
(404) 486-6376
Jennifer.dixon@dca.ga.gov

Gary Ingram (912-882-4336, ext 227

Cumberland Island National Seashore
Or

Steven Wright (404) 507-5710

or

Stan Austin, Regional Director (404) 507-
5600

National Park Service, Southeast Region
100 Alabama Street, SW
1924 Building
Atlanta, GA 30303