

A.1.2 2018 Draft EIS Review

This section contains comments (and associated FAA responses) received from Federal, state, and local agencies and the public during the public comment period for the 2018 Draft EIS. As discussed in Section 1.5.2, *Public Involvement on the Draft EIS*, of this EIS, FAA provided the public and interested agencies with an opportunity to review and comment on the 2018 Draft EIS in accordance with 40 Code of Federal Regulations (CFR) §1506.6 and §1503.4. The Draft EIS review and comment period was initiated with the publication of the USEPA's Notice of Availability (NOA) in the Federal Register on March 16, 2018. FAA also held public hearings on April 11 and 12, 2018, in Camden County, Georgia. The 2018 Draft EIS public comment period lasted for 90 days, from March 16, 2018, to June 14, 2018. Copies of the NOA and public notices are provided Section A.1.2.4, *2018 Draft EIS Availability Notifications*.

During the comment period, FAA received over 15,500 comments, the large majority of which were nonsubstantive form letters sent by three different organizations expressing opinions regarding the Proposed Action and alternatives.

In accordance with the National Environmental Policy Act (NEPA), FAA considered all the oral and written public and agency comments that were received. FAA encouraged public comments at each public hearing and in newspaper ads and press releases. The following sections present the FAA comment and response process. Table A-1 displays the sources of the comment submittals, and Table A-2 displays the approximate numbers for the formats in which the comment submittals were received. These numbers are approximate, as duplicate comment submittals may have been submitted via multiple methods (i.e., mail, e-mail, and website). These duplicate comment submittals may have been consolidated, if the commenter was the same, so only one form of delivery was counted.

Table A-1. Summary of Comment Submittal Sources

Comment Submittal Source	Quantity
Agency	11
Elected Official	7
Tribe	2
Organization	22
Individual	145

* Does not include public hearing testimonies

Table A-2. Summary of Comment Submittal Formats

Comment Submittal Format	Quantity
Discrete Email (not a form letter)	154
Form Letter (email)	15,325
U.S. Postal Service	25
Public Hearing Written Submittal	18
Public Hearing Verbal Testimony	51*
Late Submittals**	108
Total	15,527

* Represents individuals that spoke

** Received after the deadline; while not processed/responded to, these are maintained as part of the administrative record.

Copies of comment submittals are contained in Section A.1.2.2, *Public/Agency Comments*.

A.1.2.1 Public/Agency Comment Identification Guide

This section describes the comment and response process, and the following sections outline the organization of comments, the comment review process, and how commenters can find responses to their comments.

Comment Submittal Receipt. Comment submittals on the 2018 Draft EIS included both written correspondence and oral testimony received during the public comment period. FAA assigned each submittal a Submittal Identification Number. With the exception of form letters, all submittals are included under the Section A.1.2.2, *Public/Agency Comments*. A large majority of submittals were form letters, wherein each letter utilized the exact same text and was signed or submitted by different individuals. Some form letters were edited or had text in addition to the “standard” form letter text. For form letters, Section A.1.2.2, *Public/Agency Comments* provides one example of the “standard” form letter and individual copies of the edited form letters.

The comment submittals and public hearing transcript excerpts are provided by Submittal Identification Number in numerical order, which are grouped into six categories:

- **Agency comments:** Submittal Identification Numbers A_0001 through A_0022.
- **Elected Official comments:** Submittal Identification Numbers E_0001 through E_0007.
- **Tribal comments:** Submittal Identification Numbers T_0001 through T_0002.
- **Organization comments:** Submittal Identification Numbers O_0001 through O_0022.
- **Individual (or private citizen) comments:** Submittal Identification Numbers I_0001 through I_0145.
- **Public Hearing comments:** For comments made during public hearing testimony, the same nomenclature above applies; however a “PH-” is attached prior to the Comment Submittal ID to indicate that the comment was made during the public hearing. These comments can be found in the public hearing transcripts.

The Submittal Identification Numbers may skip a number due to the removal of a submittal because of one or more of the following occurred after the original submittal was received and assigned a number:

- A comment was identified as duplicating another submittal from the same commenter that was transmitted another way (e.g., via e-mail and mail).
- A commenter was running a test of the website.
- The text submitted on the website was not a comment on the Draft EIS.
- The comment was labeled incorrectly and later relabeled into the correct category (e.g., a submittal was categorized as coming from an organization but later was determined to have been from an individual).

Submittal Review. In accordance with 40 CFR §1503.4, FAA assessed and considered 2018 Draft EIS comment submittals, both individually and collectively, to identify and evaluate the applicability of comments, given the revised scope of the Proposed Action. Each comment submittal and oral statement was carefully considered by FAA.

Each submittal was reviewed to identify comments. Individual submittals contained from one to several comments. In most cases, individual submittals had multiple comments. Each comment was evaluated to determine whether it was substantive or nonsubstantive (See Section A.1.2.1.2,

Locating Responses to Comments, for additional information on substantive and nonsubstantive comments). Substantive comments were categorized (i.e., “bracketed”) by resource area, according to a unique identifier based on the category (*Response ID Code*) and a numerical identifier (*Response ID Number -0x*). (Table A-3 identifies the resource areas and the Response ID Code associated with each respective resource area and breaks out the number of individual comments by resource area.) Substantive comments are those comments that are considered meaningful within the scope of the issues currently considered in the EIS. The reviewers applied four guidelines for determining substantive comments:

- The comment questioned the Proposed Action, alternatives, or other components of the proposal, or
- The comment questioned the methodology of the analysis or results, or
- The comment questioned the use, adequacy, or accuracy of data, or
- The comment addressed other specific issues or specific items within the document itself.
- Substantive comments were then assessed to determine whether they were specifically associated with the following topics: medium-large launch vehicles, returns, trajectories outside 100 degrees, or Alternative 1 (Ocean Landing Only). Examples include topic-specific safety discussions, impacts to resources, project-related details, etc. Such comments were identified as no longer applicable given the previously identified changes to the Proposed Action. Responses were provided to such comments to indicate that the comment is no longer applicable.
- FAA provided responses to the remaining substantive comments and revised the appropriate discussions in this Revised Draft EIS as appropriate.

Table A-3. Comment Response Identification Guide

Topic	ID Code	Notes
General	GC	General observations and nonsubstantive issues (e.g., for or against, etc.).
Editorial	ED	Editorial issues such as misspellings, punctuation, etc.
NEPA	NP	Comments regarding the National Environmental Policy Act (NEPA) process and/or NEPA compliance.
Purpose and Need	PN	Comments regarding the purpose and need for the action.
Proposed Action	PA	Comments regarding the specifics of the proposed action.
Alternatives	AL	Comments regarding specifics of the alternatives, including identification of additional alternatives.
Public Involvement	PI	Comments regarding the public involvement process.
Licensing	LC	Comments regarding the FAA commercial space launch site operator licensing process.
Air Quality	AQ	Comments regarding air quality analysis and air emissions from site operation.
Biological Resources	BR	Comments regarding issues related to biological resources and consultation under the Endangered Species Act.
Climate	CL	Comments associated with climate change and analysis.
Coastal Resources	CO	Comments regarding coastal resources analysis, impacts to coastal resources, and compliance with regulatory requirements.
DOT Section 4(f)	SF	Comments regarding Department of Transportation (DOT) Section 4(f) applicability and analysis.
Farmlands	FL	Comments regarding farmlands and impacts to agriculture/aquaculture.

Table A-3. Comment Response Identification Guide

Topic	ID Code	Notes
Hazardous Materials, Solid Waste, and Pollution Prevention	HW	Comments associated with generation, disposal, and management of hazardous materials and solid/hazardous waste from construction and operation, as well as the potential for contamination and existing contaminated sites.
Historical, Architectural, Archaeological, and Cultural Resources	CR	Comments associated with cultural resource analysis and consultation under the National Historic Preservation Act.
Land Use	LU	Comments regarding land use analysis and impacts to surrounding land use.
Natural Resources and Energy Supply	NR	Comments regarding use of natural resources and energy supplies associated with operation of the proposed spaceport.
Noise and Noise-Compatible Land Use	NC	Comments associated with noise analysis and noise impacts resulting from construction and launch activities.
Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks	SO	Comments regarding socioeconomic analysis and economic impacts to the local community from spaceport operations.
Visual Effects	VE	Comments associated with visual effects analysis and impacts resulting from the visibility of spaceport facilities and launch vehicles.
Water Resources	WR	Comments associated with impacts to water resources (e.g., spills, runoff, etc.).
Cumulative Impacts	CI	Comments regarding the adequacy of cumulative impact analysis.
Mitigations	MT	Comments associated with adequacy of mitigations or identification of mitigations.
Unavoidable Adverse Impacts, Irreversible and Irretrievable Commitment of Resources, and Short-Term Uses and Long-Term Productivity	UA	Comments regarding identification of topic-related impacts.
Safety	SA	Comments regarding the safety analysis and public access, and identification of public safety issues.
Transportation	TP	Comments regarding transportation analysis and potential impacts.
Airspace	AS	Comments regarding airspace analysis and potential impacts.

A.1.2.1.1 Locating Comment Submittals

A directory of Comment Submittals and associated Comment Submittal Identification numbers begins on page A-142 in Table A-4, presenting the names of all commenters alphabetically, first by the name of the organization (or "Private Citizen"), and then by the surname of the person who submitted the comment. Each commenter can locate his/her name in this directory. As noted on the public displays, sign-in sheets, and comment sheets, providing names during the public comment process meant that each commenter understood that his/her name and comment would be made a part of the public record for this EIS. Personal information, such as addresses, telephone numbers, and email addresses from private citizens were redacted from submittals in Section A.1.2.2, *Public/Agency Comments*; no portion of any comment was redacted. The third column of Table A-4 lists the comment Submittal Identification Number(s) associated with each respective submittal. This is a number that was assigned to each comment form or

oral testimony and is stamped on the letter or next to oral comments. All comments are organized numerically by Submittal Identification Number in Section A.1.2.2, *Public/Agency Comments*.

A.1.2.1.2 Locating Responses to Comments

Public and agency involvement is an important part of the NEPA process, and all comments are taken into consideration during the decision-making process. FAA would like to express appreciation for all comments. Many of the comments express the views of the commenter and, therefore, do not require a specific response. Nonetheless, these views are taken into consideration in the decision-making process. The fact that a specific response was not developed for a comment does not in any way reduce the value of anyone's participation.

Section A.1.2.2, *Public/Agency Comments*, presents copies or transcripts of the comments/testimonials. FAA responses to comments are contained in Section A.1.2.3, *FAA Responses to 2018 DEIS Comments*. The responses are ordered according to the Comment Response Identification Number—first alphabetically by resource area and then numerically. To locate the response that is applicable to a particular submittal, the commenter should follow these three steps:

- 1) Find the name of the organization/agency or private citizen in Table A-4 and identify the "Submittal Identification Number" associated with that particular submittal, then
- 2) Locate the bracketed submittal in Section A.1.2.2, *Public/Agency Comments*, and identify the bracketed substantive comment(s) and associated "Comment Response Identification Number(s)" for each bracketed comment (note: the Comment Response Identification Number for each submittal is also provided in Table A-4),
- 3) Review Section A.1.2.3, *FAA Responses to 2018 DEIS Comments*, to find the response(s) associated with the applicable Comment Response Identification Number(s).

Substantive versus Nonsubstantive Comments. In this EIS, FAA responded to substantive comments, for example, by revising text in the EIS to improve the clarity of the discussion or make factual corrections or by explaining why some comments did not warrant further action. As previously stated, FAA will take public and agency comments into consideration in its decision-making process.

Generally, substantive comments are regarded as those comments that challenge the analysis, methodologies, or information in a draft EIS as being factually inaccurate or analytically inadequate; that identify impacts not analyzed or develop and evaluate reasonable alternatives or feasible mitigations not considered by the agency; or that offer specific information that may have a bearing on the decision, such as differences in interpretations of significance, scientific, or technical conclusions.

Nonsubstantive comments, which do not require an agency response, are generally considered those comments that express a conclusion, an opinion, or a vote for or against the proposal itself, or some aspect of it; that state a position for or against a particular alternative; or that otherwise state a personal preference or opinion.

Table A-4. Directory of Comments

Note: Unedited = form letter sent without changes by the sender; Edited = changes made to the form letter by sender

Name	Submittal ID	Comment Response ID(s)
Agency		
<i>Coastal Regional Commission of Georgia</i>	A0001	GC-01
<i>Coastal Regional Commission of Georgia</i>	PH-A0001	GC-01
<i>Georgia Department of Education</i>	A0007	GC-01
<i>Georgia Department of Natural Resources</i>	A0005	BR-36; MT-04; NP-30; NP-35; NP-36; NP-37; PA-19; PA-20; PA-22; PA-23; PA-24; PA-25; PA-26; PA-71; PA-72; SO-16; SO-17; SO-44; TP-05; VE-32; WR-04; WR-05
<i>Georgia Department of Natural Resources, Wildlife Resources Division</i>	A0008	BR-01; BR-07; BR-16; BR-17; BR-18; BR-20; BR-21; BR-26; BR-27; BR-39; BR-40; BR-55; BR-63; BR-70; CL-01; CO-12; HW-07; VE-06
<i>Georgia DNR, Coastal Resources Division</i>	A0002	LC-01; PA-21; PA-22; MT-05; SA-24
<i>National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NMFS,) Southeast Region Office</i>	A0011	BR-39; BR-40; BR-41; NP-14; MT-01
<i>US Coast Guard, Seventh Coast Guard District, Waterways Management Branch</i>	A0009	PA-09; TP-02
<i>US Department of the Interior, Office of Environmental Policy and Compliance</i>	A0004	AL-04; BR-05; BR-16; BR-17; BR-18; BR-19; BR-21; BR-29; BR-66; BR-68; BR-69; HW-10; HW-15; WR-04
<i>US Department of the Interior, Office of Environmental Policy and Compliance</i>	A0006	AQ-02; BR-09; BR-10; BR-12; BR-13; BR-14; BR-16; BR-17; BR-18; BR-19; BR-29; BR-40; BR-48; BR-66; BR-68; BR-69; CI-17; CO-02; CO-03; CO-04; CO-11; CR-08; CR-09; CR-16; CR-17; ED-01; ED-02; GC-10; HW-11; HW-12; HW-15; HW-24; LU-01; LU-02; NC-01; NC-04; NC-05; NC-06; NC-12; NC-31; NP-38; PA-27; PA-28; PA-29; PA-30; PA-31; SA-03; SA-08; SA-21; SA-22; SF-01; SF-02; SF-03; SO-05; SO-06; SO-07; SO-08; SO-09; VE-16; VE-17; VE-18; VE-19; VE-20; VE-21; VE-22; VE-23; VE-24; VE-25; VE-26; VE-27; VE-28; VE-29; VE-30; VE-31; WR-01; WR-04
<i>US Navy: Navy Region Southeast, Fleet Area Control and Surveillance Facility Jacksonville, Naval Submarine Base Kings Bay, GA, and supported operational commands</i>	A0010	AQ-03; PA-10; PA-11; PA-12; SA-01; SA-19; SA-20
USEPA	A0003	NC-02; NC-03; SA-25
Elected Official		
<i>Bacon County Board of Commissioners</i>	E0003	GC-01
<i>Broderick, Brian</i>	E0001	BR-14; SA-02; SA-03
<i>Carpenter, Kasey (Rep. D 4)</i>	E0005	GC-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Hogan, Don (Rep. D 179)	E0006	GC-01
Isakson, Johnny (Sen. R-GA) and Perdue, David A. (Sen.R-GA)	E0007	GC-01
Rakestraw, Paulette (Rep. D 19)	E0004	GC-01
Spencer, Jason (Rep. D 180)	E0002	GC-01
Spencer, Jason (Rep. D 180)	PH-E0001	GC-01
Tribe		
Choctaw Nation	T0002	GC-01
Poarch Band of Creek Indians	T0001	GC-01
Public Individual		
abrooks	I0024	AQ-07; BR-01; NC-01
Adams, C.	I0093	GC-01
Anderson, Jamie	I0027	GC-01
Baldwin, Rachel	PH-I0036	GC-01
Bell, Rebecca	I0100	AL-02; AQ-04; BR-01; BR-15; BR-16; BR-71; CO-05; CR-06; HW-15; HW-31; HW-54; LU-01; LU-06; NC-01; NC-10; NC-11; NP-04; NP-13; PA-35; SA-01; SA-02; SA-04; SA-08; SO-13; SO-22; SO-24; SO-27; VE-34; VE-35; WR-06
Bell, Rebecca	PH-I0022	LU-01; SA-01; SA-02; SA-12
Betchik, Patrick	I0059	HW-02; PA-04; PA-05; SA-07
Boatright, Shawn	I0111	GC-01
Bors, Dave	I0042	GC-01
Bors, Jeff	I0061	GC-01
Bors, Jeffrey and Erin	I0041	GC-01
Brodrick, Brian	I0077	SA-28
Burns, Alan	I0028	GC-01
Cassady, Deborah	I0113	HW-07; LU-06; NP-04; SA-02; SA-03; SA-11; SA-12; SO-21
Ceceliak@	I0010	CR-03
Chaney, Elaine	I0092	BR-16; BR-20; HW-05; NC-02; SA-02; SA-03; SO-10; WL-04
Chouns, Jay	I0128	GC-01
Christian, Paul	I0060	GC-01
Cosenza, Paul and Trish	I0034	GC-01
Courtenay, Cliff	I0025	GC-01
Dailey, RM	I0134	GC-01
danparshley@	I0098	PA-02; SA-01; SA-02; SA-17
debboots5	I0135	GC-01
dgard1217	I0136	GC-01
Dickman, Robert	PH-I0028	GC-01
Dopson, Amanda T.	I0109	PA-08
Dopson, Jr., C. William	I0110	MT-07; NP-50; PA-28; PA-49; PA-50
Dowling, Julianne M	I0058	GC-01
Eichhorn, Jackie	PH-I0006	AL-02; AL-05
Eichhorn, Jacqueline	I0089	AL-05; AL-06; CI-01; BR-06; ED-01; HW-05; HW-08; NP-20; NP-31; LU-03; PA-07; PA-08; SA-03; SA-08; SF-04; WL-07; WL-08; WL-09; WL-10; WR-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Eide, Kristi	I0001	BR-01
Ellis, Matt	PH-I0031	GC-01
Ellis, Will	PH-I0030	GC-01
Emmons, Carol	I0105	NP-04; SA-02; SA-05; SA-08; SA-09; SA-10
Eubanks, Paula	I0103	AQ-02; AQ-03; BR-15; CR-06; CR-16; HW-15; HW-19; NC-02; NC-03; NP-04; PA-13; PA-16; PA-22; PA-30; PA-45; SA-01; SA-02; SA-05; SA-08; SA-10; SO-21; SO-26; VE-33
Farley, Gail	I0012	NP-04; PA-03
Farley, Gail	I0066	NP-04; NP-06; PA-03
Fender, Michael J	I0065	GC-01
Fendley, Michael	I0029	GC-01
Fendley, Michael	I0057	GC-01
Fischer, Ralph	I0008	AL-02; SA-04
Fleetwood, Jane	I0106	BR-40; HW-07; GC-08; PA-13; SA-08; SA-09; SO-18
Freyer, Fred	I0043	GC-01
Furr, Lamar	I0086	HW-05; HW-06
Gant, Jim	I0069	GC-01
Gant, Jim	PH-I0016	GC-01
georgiaexitone	I0045	GC-01
Gibbons, Caroline	I0099	BR-01; BR-16; BR-19; HW-07; HW-14; NC-10; SA-01; SA-03; SA-08
Gibson, Mary	PH-I0017	NP-06
Gingrich, Newt	I0102	GC-01
Glidden, Deby	I0096	AQ-03; CR-05; GC-01; HW-15; HW-31; HW-49; LU-13; LU-14; NP-04; NP-12; NP-13; NP-18; NP-27; PA-13; PA-22; PA-32; PA-33; SA-01; SA-02; SA-03; SA-05; SA-08; SA-09; SA-10; SO-18
Goodnow, Paula	I0044	GC-01
Grainey, Karen	I0070	GC-01
grattonb	I0036	GC-01
Gross, Jack	PH-I0034	GC-01
Hannan, Joe William	I0062	GC-01
Hayes, David	I0056	GC-01
Hayes, Tracy	I0055	GC-01
hdavee	I0026	GC-01
Henderson, Linda	I0039	GC-01
Hollowell, Mary	I0075	BR-05; GC-04; NP-08
Howard, Katie	I0071	GC-01
Huff, Susan Lynn	I0124	LC-04; LU-05; NC-02; NC-10; NP-44; SA-01; SA-02; SA-03; SA-08; SO-21
Hunsaker, Pat	I0051	GC-01
Hunter III, James H & Betty Lee	I0091	SA-01; SA-02; SA-03; SA-08; SA-12; LU-05; NC-02; SO-14; SO-18
Hunter IV, James H.	I0130	AL-02; LU-05; LU-13; NP-38; NP-39; PA-33; SA-08; SO-03; SO-21; SO-42
Hunter, James	PH-I0020	AL-02; LU-01; NP-21; SA-01; SA-05; SA-08; SA-09; SA-12; SO-31

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Hunter, Michelle	PH-I0026	AL-02; SA-01
janetheath@ (1)	I0003	NP-01; NP-81
janetheath@ (2)	I0004	NP-02; PI-01
jantrussell	I0020	GC-01
Jeanne, Seaver	PH-I0033	GC-01
Jessicabhowell	I0137	GC-01
jtcrot	I0019	GC-01
Junkin, Jimmy	I0047	GC-01
Kanes, J.	I0112	GC-01
Kanes, L.	I0126	SA-05; SA-12; NP-38
Kanes, P.	I0094	AL-02; SO-19
Kanes, Panos	PH-I0027	AL-07; PA-33; SA-08; SA-09
katieclark0310	I0138	GC-01
kayakvet1	I0139	GC-01
kdmorgan3747	I0140	GC-01
Keene, Willis	I0048	GC-01
Keller, Terri	I0067	HW-01; NP-07; SA-01; SA-03; SA-08
Keller, Terri	I0120	HW-16; NP-07; SA-08
Keller, Terri	PH-I0007	AL-02; HW-01; NP-07; NP-83; PA-44; SA-01; SA-05; SA-08; SA-09
Kessler, Ken	I0013	AS-01; CR-01; NC-01
Kessler, Ken	PH-I0014	GC-01
Konetzni, Al	I0064	GC-01
Konetzni, Al	PH-I0011	GC-01
Lambert, Rod	I0143	GC-01
Lang, Kevin	PH-I0005	NP-38; PA-44; SA-01; SA-03; SA-05; SA-12; SA-14
Lang, Rebecca Dopson	PH-I0003	NP-21; SA-01; SA-02; SA-09
Lang, V. Kevin	I0121	BR-15; BR-19; HW-19; LC-04; LU-01; NP-21; NP-38; NP-51; PA-33; PA-48; PI-06; SA-02; SA-03; SA-08; SA-09; SA-12; WR-01
Laura	I0023	GC-01
lcbuschman	I0018	GC-01
Lendreth, Terry	PH-I0013	GC-01
Lish, Christopher	I0115	WL-04
Llyod, Pender	I0046	GC-01
lsgiles	I0144	GC-01
Lugo, Ray	PH-I0032	GC-01
Malphurs, Susan	PH-I0008	BR-06; BR-16; BR-37; BR-38
Mankin, William E.	I0002	BR-04; NC-01
Mapstone, Barbara	I0090	BR-01; BR-16; BR-19; LU-05; NC-02; NP-12; SA-02; SA-08; SA-09; SO-11; SO-12; SO-13; SO-14; SO-15; VE-01
McCollough, Dwight	PH-I0015	GC-01
McKee, Terry	I0122	GC-01
McRae, Herald	PH-I0021	BR-03; BR-13; BR-19; SA-02; SA-03; SA-08; SO-32
Moses, Luke	I0063	BR-01; CR-01; SA-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Murlless, Joyce	I0125	AQ-03; AQ-06; BR-08; BR-16; BR-17; BR-33; CO-07; CO-10; CR-06; HW-05; HW-19; HW-20; LU-07; MT-02; MT-03; NC-11; NC-12; NC-17; NC-18; NP-18; NP-19; NP-38; PA-33; PA-37; PN-02; SA-02; SA-03; SA-08; SA-09; SA-12; SF-06; SO-16; WR-08
Murlless, Joyce	PH-I0009	BR-06; BR-12; BR-33; HW-01; NC-01; SA-08; WR-01; WR-08
O'Brien, Brendan	I0052	GC-01
O'Brien, Eric	I0078	GC-05
overman74	I0014	AL-02; NP-05; SA-05; SA-06; SO-03; WR-02
Parker Jr, Joe	I0127	GC-01
Parker, Dick	PH-I0004	SA-03; SA-05; SA-08; SA-16; SA-26
Parker, Richard L. and Alexandria P.	I0114	HW-19; LU-01; NP-38; SA-08; SA-09; SA-12
Parshley, Daniel	I0006	NP-03; PA-02; PI-02
Parshley, Daniel	I0088	BR-14; PA-02; SA-02
pcalbuquu	I0030	GC-01
peggert@	I0123	BR-05; BR-16; BR-17; BR-29; NP-17
plcdeveau@	I0005	AL-03; SA-03
Pomper, Marjorie	I0141	GC-01
Porter, Kim	I0081	BR-34; GC-06; HW-04; LU-03; NP-09; SA-01; SA-03
Post, Keith	PH-I0029	GC-01
Pruitt, Jan	I0080	PA-33; SA-05
Rainer, Alan	I0049	GC-01
rangerrb@	I0011	SO-02
rangerrb@	I0015	CR-01
Regnery, Helen	I0107	AL-02; BR-14; LC-02; LC-03; NP-15; NP-41; NP-46; NP-47; NP-48; PA-28; SA-02; SA-08
Regnery, Helen	PH-I0018	GC-09; NP-02; NP-30
Regnery, Russell	I0108	AQ-02; AQ-03; BR-15; BR-16; BR-17; BR-39; CO-06; CR-06; CR-16; CR-23; HW-07; HW-15; HW-19; LC-04; LC-05; LU-06; MT-05; MT-07; MT-08; NC-02; NC-09; NC-16; NP-04; NP-13; NP-19; NP-21; NP-34; NP-38; NP-45; NP-49; PA-13; PA-22; PA-28; PA-30; PA-38; PA-43; PA-44; PA-46; PA-47; PA-48; PN-02; SA-01; SA-02; SA-03; SA-05; SA-08; SA-09; SA-12; SA-16; SO-18; SO-25; SO-43; VE-05; VE-12; VE-13; VE-14; VE-15; WR-07
Regnery, Russell	PH-I0035	GC-01
Reheis, Harold	I0040	GC-01
Renner, Jim	I0101	AL-02; AQ-03; AQ-05; BR-05; BR-15; BR-16; BR-40; CL-01; CO-05; CO-10; CR-05; CR-06; FL-01; HW-07; HW-14; HW-15; HW-16; HW-17; HW-18; LU-05; LU-09; LU-14; MT-05; NC-12; NC-13; NC-14; NC-15; NC-32; NP-07; NP-12; NP-13; NP-18; NP-19; NP-21; NP-32; NP-34; NP-38; NP-39; NP-44; PA-08; PA-13; PA-22; PA-31; PA-32; PA-33; PA-36; PA-37; PA-38; PA-39; PA-40; PA-41;

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
		PA-42; PA-43; PA-44; PI-03; PN-01; PN-02; SA-01; SA-02; SA-03; SA-05; SA-08; SA-09; SA-13; SF-05; SF-06; SO-01; SO-10; SO-19; SO-21; SO-22; SO-31; SO-39; TP-02; VE-04; VE-05; VE-06; WL-06; WL-12; WL-13; WL-27
<i>Renner, Jim</i>	PH-I0023	CR-01; GC-03; PA-02; SA-12; SA-17; SO-10; SO-30; WL-02; WR-01; WR-03; WR-04; WR-09; WR-13
<i>Renner, Jim and Shelley</i>	I0129	PI-06
<i>Renner, Shelley M.</i>	I0097	AL-02; BR-01; BR-15; BR-16; BR-17; BR-20; BR-24; BR-35; BR-40; CL-01; CO-10; CR-04; CR-05; CR-16; HW-07; HW-13; LU-01; LU-04; LU-05; MT-05; NC-02; NC-09; NP-12; NP-21; NP-32; NP-33; NP-38; NP-39; NP-40; NP-41; NP-42; NP-43; PA-08; PA-32; PA-33; PA-34; SA-01; SA-02; SA-05; SA-07; SA-08; SA-11; SA-12; SA-16; SO-13; SO-14; SO-15; SO-18; SO-22; SO-23; SO-24; TP-05; WL-11
<i>Renner, Shelly</i>	PH-I0019	SA-01; SA-09; SA-16; SO-25
<i>Richter, Cheri</i>	I0032	GC-01
<i>Root, Craig</i>	PH-I0012	GC-01
<i>Root, Craig and Mary</i>	I0068	LU-03; SA-02
<i>Ruckdeschel, Carol</i>	I0132	BR-16; BR-17; BR-18; BR-19; BR-24; BR-28; BR-29; BR-33; BR-40; BR-54; BR-65; CO-10; CR-07; ED-04; ED-05; HW-06; HW-19; HW-22; MT-03; NC-16; NC-19; PA-14; PA-15; PA-16; PA-22; PA-28; PA-30; PA-52; SA-01; SA-03; SA-08; SF-06; VE-07; VE-08; VE-09; VE-10; WR-10; WR-11
<i>Russell, Jody Hunsaker</i>	I0054	GC-01
<i>sahatchart</i>	I0021	GC-01
<i>Scaringe, Robert</i>	I0038	GC-01
<i>Scott, Julie</i>	I0117	NP-16
<i>Scott, Phillip</i>	I0118	NP-16
<i>Seaver, Jeanne</i>	I0031	GC-01
<i>Severin, Patricia</i>	I0079	BR-01; BR-29; BR-76; HW-10; PA-33; SA-01; SA-02; SA-05; WL-04; WR-01
<i>Sheppard, Jay</i>	I0116	GC-01
<i>Shiff, Hal</i>	I0035	GC-01
<i>Sise, Elizabeth</i>	PH-I0024	CO-08; PA-28; PA-33; SA-02; SA-05; SA-08; SO-33
<i>Speer, Barbara</i>	I0119	GC-01
<i>Spell, Lee</i>	I0033	GC-01
<i>Starline, James H</i>	I0072	GC-01
<i>stephenfleming</i>	I0145	GC-01
<i>Stewart, Jeff</i>	PH-I0025	PA-21; SA-11; SA-23; SO-34; SO-35; TP-02; TP-03; TP-04
<i>suzanne.burnes@</i>	I0007	AL-02
<i>Tapley, Danielle</i>	I0037	GC-01
<i>Thomason, James</i>	PH-I0010	SO-29

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
<i>Thompson, Margie</i>	I0076	BR-06; BR-36
<i>tsmith</i>	I0050	GC-01
<i>Vason, Jonathon Finley</i>	I0084	HW-55; PA-33; SA-03; SA-12
<i>Vason, Katie</i>	I0083	HW-55; PA-33; SA-03; SA-12
<i>Viars, Morgan</i>	I0009	CR-02
<i>Walcek, Emil</i>	I0053	GC-01
<i>Walker, Jerome</i>	I0073	WL-04
<i>Weinke, Steve</i>	PH-I0037	HW-15; HW-48
<i>Weinkle, Steve</i>	I0131	AQ-03; AQ-13; BR-15; BR-40; CI-05; CI-18; CO-10; CR-18; CR-19; ED-03; GC-11; GC-12; HW-06; HW-20; HW-21; LC-07; LC-08; LC-09; LC-10; LC-11; LC-14; LU-05; LU-11; MT-07; MT-08; MT-09; NC-16; NP-12; NP-13; NP-18; NP-19; NP-22; NP-23; NP-24; NP-25; NP-26; NP-27; NP-39; NP-52; NP-53; NP-54; NP-55; PA-13; PA-17; PA-18; PA-28; PA-33; PA-44; PA-48; PA-49; PA-51; PA-52; PA-53; PA-54; PA-30; PI-05; PI-06; PI-06; SA-01; SA-02; SA-06; SA-08; SA-09; SA-11; SA-14; SO-10; SO-14; UA-01; WR-04; WR-08; WR-09
<i>Weinkle, Steve</i>	PH-I0001	CI-19; HW-01; HW-08; HW-09; PA-36; PA-44; PA-64; SA-05
<i>White, Larry</i>	PH-I0002	GC-02
<i>winnie.hulme</i>	I0022	GC-01
<i>Woods, James</i>	I0133	GC-01
<i>Woodward, Autumn</i>	I0104	BR-03; BR-16; BR-19; BR-29; GC-07; NP-04; NP-15; SA-01; SA-03; SA-05; SA-12
<i>Woodward, Doug</i>	I0087	BR-01; BR-03; BR-15; BR-29; HW-07; NC-07; PA-06; PN-01; SA-03; SA-08; VE-03
<i>yldkat01</i>	I0142	GC-01
<i>Zonneveld, Andrew</i>	I0085	BR-16; BR-19; BR-29
I0017 (Form Letter - Unedited)		
<i>Ridley, Catherine</i>	I0017	Form Letter: LU-02; PI-02; SA-03; SO-03; TP-01
I0017 (Form Letter - Edited)		
<i>Berta, Eileen</i>	I0017A_005	Form Letter I0017: LU-02; PI-02; SA-03; SO-03; TP-01 Letter Specific: GC-01
<i>Edenfield, Phillip David</i>	I0017A_002	Form Letter I0017: LU-02; PI-02; SA-03; SO-03; TP-01 Letter Specific: AL-01; AL-02
<i>Edenfield, Robin</i>	I0017A_001	Form Letter I0017: LU-02; PI-02; SA-03; SO-03; TP-01 Letter Specific: GC-01
<i>Nelson, Jennifer</i>	I0017A_004	Form Letter I0017: LU-02; PI-02; SA-03; SO-03; TP-01 Letter Specific: GC-01
<i>Pujat, Duressa</i>	I0017A_003	Form Letter I0017: LU-02; PI-02; SA-03; SO-03; TP-01 Letter Specific: PI-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
<i>Organization</i>		
Atlanta Audubon Society	O0006	BR-06; BR-15; BR-16; BR-17; BR-19; BR-21; PA-28; SO-24; WR-02; WR-08
Brunswick-Golden Isles Chamber of Commerce	O0022	GC-01
Camden County Board of Commissioners, Environmental Issues Subcommittee of the Spaceport Camden Steering Committee	O0016	AQ-08; AQ-09; AQ-10; AQ-11; AQ-12; BR-08; BR-15; BR-17; BR-25; BR-39; BR-40; BR-41; BR-42; BR-43; BR-44; BR-50; BR-51; BR-52; BR-53; BR-54; BR-67; BR-73; CL-01; CL-02; CL-03; CL-04; CO-10; CO-11; CO-12; CR-09; CR-10; CR-11; CR-12; CR-13; CR-20; CR-21; CR-22; ED-01; ED-02; ED-06; ED-07; ED-08; ED-09; ED-10; ED-11; FL-01; HW-05; HW-07; HW-15; HW-16; HW-23; HW-24; HW-26; HW-54; HW-55; LC-11; LU-01; MT-03; MT-06; MT-12; MT-13; MT-14; MT-15; MT-16; MT-18; MT-19; MT-20; MT-21; MT-22; MT-23; NC-20; NC-21; NC-33; NC-02; NC-08; NC-22; NC-23; NC-24; NC-25; NC-26; NC-27; NC-28; NC-29; NC-34; NP-18; NP-19; NP-38; NP-44; NP-49; NP-65; NP-66; NP-67; NP-68; NP-69; NP-70; NP-71; NP-78; NR-02; NR-03; NR-04; NR-05; NR-06; NR-40; PA-05; PA-08; PA-13; PA-21; PA-22; PA-28; PA-30; PA-44; PA-54; PA-57; PA-58; PA-59; PA-60; PA-61; PA-62; PA-63; PA-69; PA-70; SA-03; SA-06; SA-08; SA-09; SA-11; SA-12; SA-16; SA-21; SF-06; SF-08; SO-10; SO-16; SO-21; SO-29; SO-37; SO-38; SO-39; VE-37; VE-38; VE-39; VE-40; VE-41; WL-18; WL-19; WL-20; WL-21; WL-26; WR-04; WR-05; WR-12; WR-13; WR-14; WR-18; WR-19; WR-20; WR-21; WR-22; WR-23
Camden County Joint Development Authority	PH-O0007	GC-01
Camden County Republican Party	PH-O0002	GC-01
Camden County Teen Republicans	PH-O0009	GC-01
Center for a Sustainable Coast	PH-O0005	NP-11; NP-18
Center for a Sustainable Coast	O0010	BR-40; CO-10; HW-02; HW-10; HW-15; LC-04; NP-10; NP-13; PA-28; PA-33; PA-44; PN-02; SA-01; SA-05; SA-08; SA-09; SA-15; SA-16; SF-06; VE-11; WL-14; WL-15; WL-16
Center for a Sustainable Coast	O0020	PA-44; SA-05
Coastal Georgia Sea Products Cooperative	O0014	GC-01
Commercial Spaceflight Federation	O0013	GC-01
Georgia Association of REALTORS and the Coastal Coalition of REALTORS	O0009	GC-01
Georgia Conservancy	O0008	BR-01; BR-15; BR-16; BR-22; BR-23; BR-34; BR-40; CI-06; CL-02; HW-05; HW-54; MT-03; MT-

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
		10; MT-11; MT-12; NP-19; NP-56; NP-57; NP-58; NP-59; NP-60; NP-61; NP-62; NP-63; NP-64; PA-33; PA-43; PA-44; PA-68; PI-04; SA-08; SF-07; SO-10; WR-01; WR-02; WR-09; WR-25
<i>Georgia Sierra Club</i>	PH-O0004	BR-04; HW-01; SA-08; SA-09; SO-28; WL-26; WL-27
<i>Gullah/Geechee Nation</i>	PH-O0008	AQ-01; CO-09; CR-01; CR-04; NC-01; NC-12; WR-04; WR-09; WR-13; WR-14
<i>Gullah/Geechee Nation</i>	O0003	AQ-01; CO-01; CR-04
<i>Little Cumberland Island Homes Association, Inc.</i>	O0018	AL-02; BR-01; GC-09; GC-11; LC-04; LU-05; LU-09; LU-13; LU-14; NP-13; NP-21; PA-08; PA-21; PA-28; PA-32; PA-33; PA-37; PA-44; PN-02; SA-08; SA-09; SA-16; SF-06; TP-06; WL-06; WL-12; WL-27
<i>National Defense Industrial Association, Georgia Chapter's Space Committee</i>	PH-O0003	GC-01
<i>National Parks Conservation Association (NCPA)</i>	O0015	AL-02; AL-05; GC-13; LC-12; NP-05; PA-22; PA-28; PA-56; PN-02; SA-02; SA-08; SF-06; SF-06; SO-24; WL-06; WL-17; WL-21; WL-22
<i>NDIA Georgia</i>	O0002	GC-01
<i>One Hundred Miles</i>	PH-O0012	SO-36
<i>One Hundred Miles/Coastal Plain Chapter of the Georgia Native Plant Society</i>	PH-O0006	GC-01
<i>Satilla Riverkeeper</i>	O0017	FL-01; HW-15; HW-16; HW-24; HW-54; HW-55; MT-03; NP-38; NP-73; PA-08; PA-13; PA-22; PA-30; SO-10; VE-36; WR-01; WR-07; WR-20; WR-22; WR-24
<i>Southern Environmental Law Center</i>	PH-O0010	AL-02; HW-01; LC-15; NC-01; NC-10; NP-86; PI-02; SO-10; SO-16; VE-02; WL-02
<i>Southern Environmental Law Center (SELC)</i>	O0019	AL-02; AL-05; AL-06; AL-07; AL-08; AL-09; AL-10; AL-11; AL-12; AL-13; AL-14; AQ-05; AQ-08; AQ-10; BR-12; BR-15; BR-17; BR-19; BR-20; BR-23; BR-29; BR-30; BR-31; BR-32; BR-39; BR-40; BR-42; BR-45; BR-46; BR-47; BR-55; BR-56; BR-57; BR-58; BR-59; BR-60; BR-61; BR-62; BR-72; CI-02; CI-03; CI-04; CI-05; CI-06; CI-07; CI-08; CI-09; CI-10; CI-11; CI-12; CI-13; CI-14; CI-15; CI-16; CL-01; CL-02; CL-05; CO-10; CO-13; CR-01; CR-11; CR-14; CR-15; CR-21; CR-24; FL-01; GC-14; GC-15; GC-16; GC-17; GC-18; HW-02; HW-05; HW-07; HW-09; HW-10; HW-15; HW-16; HW-24; HW-26; HW-27; HW-28; HW-29; HW-30; HW-31; HW-32; HW-33; HW-34; HW-35; HW-36; HW-37; HW-38; HW-39; HW-40; HW-41; HW-42; HW-43; HW-44; HW-45; HW-46; HW-47; HW-48; HW-49; HW-50; HW-51; HW-52; HW-53; HW-56; LU-10; LU-11; LU-12; LU-13; MT-03; MT-12; MT-17; NC-30; NC-35; NP-02; NP-05;

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Name	Submittal ID	Comment Response ID(s)
		NP-10; NP-13; NP-19; NP-38; NP-72; NP-74; NP-75; NP-76; NP-77; NP-82; NR-07; PA-08; PA-12; PA-13; PA-21; PA-22; PA-28; PA-30; PA-33; PA-43; PA-44; PA-65; PA-66; PA-67; PI-06; PI-06; PN-02; PN-03; PN-04; SA-01; SA-03; SA-08; SA-09; SA-12; SA-16; SA-18; SA-23; SF-06; SO-10; SO-19; SO-21; SO-21; SO-22; SO-23; SO-24; SO-39; SO-40; SO-41; TP-07; TP-08; VE-50; VE-51; WL-01; WL-04; WL-06; WL-17; WL-05; WL-06; WL-22; WL-23; WL-24; WL-25; WR-01; WR-03; WR-07; WR-10; WR-12; WR-15; WR-16; WR-17; WR-18
<i>St. Marys EarthKeepers</i>	O0004	GC-01
<i>The Camden Partnership</i>	PH-O0011	GC-01
<i>Union Carbide Corporation</i>	O0021	HW-25
<i>Vector Launch Incorporated</i>	PH-O0001	GC-01
<i>Vector Launch, Inc.</i>	O0012	GC-01
<i>Wild Cumberland</i>	O0007	BR-08; BR-11; BR-16; BR-17; BR-18; BR-19; BR-28; BR-33; BR-49; BR-64; BR-65; BR-74; CO-07; CR-07; HW-06; HW-07; HW-19; HW-22; MT-03; NC-19; NC-30; PA-15; PA-16; PA-22; PA-30; PA-52; SA-01; SA-03; SA-07; SA-08; SA-09; SF-06; SO-14; VE-07; VE-08; VE-09; VE-10; WR-10; WR-11
<i>Wilderness Watch</i>	O0011	LU-06; WL-04; WL-05; WL-06
Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>National Parks Conservation Association (NPCA)</i>	O0001	GC-01; GC-02; GC-03
<i>A.C.</i>	O0001	GC-01; GC-02; GC-03
<i>Abal, Ramiro</i>	O0001	GC-01; GC-02; GC-03
<i>Abate, Johanna</i>	O0001	GC-01; GC-02; GC-03
<i>Abbate, Shelley</i>	O0001	GC-01; GC-02; GC-03
<i>Abbott, Alison</i>	O0001	GC-01; GC-02; GC-03
<i>Abbott, Gina</i>	O0001	GC-01; GC-02; GC-03
<i>Abbott, Shaun</i>	O0001	GC-01; GC-02; GC-03
<i>Abbott, Lenice</i>	O0001	GC-01; GC-02; GC-03
<i>Abby, Kathy</i>	O0001	GC-01; GC-02; GC-03
<i>Abdel-Gawad, Aliaa</i>	O0001	GC-01; GC-02; GC-03
<i>Abdulina, Azalia</i>	O0001	GC-01; GC-02; GC-03
<i>Abel, Jerian</i>	O0001	GC-01; GC-02; GC-03
<i>Abel, Judith</i>	O0001	GC-01; GC-02; GC-03
<i>Abel, Katharine</i>	O0001	GC-01; GC-02; GC-03
<i>Abelson, Lu</i>	O0001	GC-01; GC-02; GC-03
<i>Abernathy, Greg</i>	O0001	GC-01; GC-02; GC-03
<i>Abousamra, Renee</i>	O0001	GC-01; GC-02; GC-03
<i>Abrahamson, Dennis</i>	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Abrahamson, Sasha	O0001	GC-01; GC-02; GC-03
Abrams, Gordon	O0001	GC-01; GC-02; GC-03
Acevedo, Kimberlyn	O0001	GC-01; GC-02; GC-03
Aceves, Amelia	O0001	GC-01; GC-02; GC-03
Achey, James	O0001	GC-01; GC-02; GC-03
Achey, Barbara	O0001	GC-01; GC-02; GC-03
Ackerman, Robert	O0001	GC-01; GC-02; GC-03
Ackerson, David	O0001	GC-01; GC-02; GC-03
Ackerson, Christine	O0001	GC-01; GC-02; GC-03
Ackley, Anne	O0001	GC-01; GC-02; GC-03
Acosta, Maria	O0001	GC-01; GC-02; GC-03
Acuna, Carina	O0001	GC-01; GC-02; GC-03
Adams, Carol	O0001	GC-01; GC-02; GC-03
Adams, Elizabeth	O0001	GC-01; GC-02; GC-03
Adams, Evelyn	O0001	GC-01; GC-02; GC-03
Adams, Jennifer	O0001	GC-01; GC-02; GC-03
Adams, Kim	O0001	GC-01; GC-02; GC-03
Adams, Paula	O0001	GC-01; GC-02; GC-03
Adams, Sean	O0001	GC-01; GC-02; GC-03
Adams, Angela	O0001	GC-01; GC-02; GC-03
Adams, C. Berkeley	O0001	GC-01; GC-02; GC-03
Adams, Charlotte	O0001	GC-01; GC-02; GC-03
Adams, David	O0001	GC-01; GC-02; GC-03
Adams, Gena	O0001	GC-01; GC-02; GC-03
Adams, Marsha	O0001	GC-01; GC-02; GC-03
Adams, Robert	O0001	GC-01; GC-02; GC-03
Adams, Wendy	O0001	GC-01; GC-02; GC-03
Addeo, Alicia	O0001	GC-01; GC-02; GC-03
Addis, Barbara	O0001	GC-01; GC-02; GC-03
Adelman, Saul	O0001	GC-01; GC-02; GC-03
Aderhold, Steven	O0001	GC-01; GC-02; GC-03
Adibi, Elise	O0001	GC-01; GC-02; GC-03
Adler, Barbara	O0001	GC-01; GC-02; GC-03
Adoue, Novella	O0001	GC-01; GC-02; GC-03
Adrian, Sarah	O0001	GC-01; GC-02; GC-03
Afeldt, Ingwar	O0001	GC-01; GC-02; GC-03
Agard, Lisa	O0001	GC-01; GC-02; GC-03
Agnew, Erika	O0001	GC-01; GC-02; GC-03
Agro, Joan	O0001	GC-01; GC-02; GC-03
Aguiar, Vanessa	O0001	GC-01; GC-02; GC-03
Aguilera, Onishea	O0001	GC-01; GC-02; GC-03
Aguirre, Gloria	O0001	GC-01; GC-02; GC-03
Agzarian, Amy	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Aharonian, Natalie	O0001	GC-01; GC-02; GC-03
Ahearn, Joanne	O0001	GC-01; GC-02; GC-03
Ahn, Karen	O0001	GC-01; GC-02; GC-03
Aiken, Edwin	O0001	GC-01; GC-02; GC-03
Aiken, Achilles	O0001	GC-01; GC-02; GC-03
Ainsley, Brian	O0001	GC-01; GC-02; GC-03
Aisenman, Leslie	O0001	GC-01; GC-02; GC-03
Akey, David	O0001	GC-01; GC-02; GC-03
Akrami, Jason	O0001	GC-01; GC-02; GC-03
Alabiso, Marie	O0001	GC-01; GC-02; GC-03
Alaburda, Charity	O0001	GC-01; GC-02; GC-03
Albanese, Dawn	O0001	GC-01; GC-02; GC-03
Albar, Mike	O0001	GC-01; GC-02; GC-03
Albawab, Sam	O0001	GC-01; GC-02; GC-03
Albers, Robert	O0001	GC-01; GC-02; GC-03
Albert, Jordy	O0001	GC-01; GC-02; GC-03
Albertson, Pat	O0001	GC-01; GC-02; GC-03
Albrets, Peg	O0001	GC-01; GC-02; GC-03
Alcorn, Mike	O0001	GC-01; GC-02; GC-03
Alcott, Kathy	O0001	GC-01; GC-02; GC-03
Aldridge, Laura	O0001	GC-01; GC-02; GC-03
Alesso, Regina	O0001	GC-01; GC-02; GC-03
Alexander, Marian	O0001	GC-01; GC-02; GC-03
Alexander, Melody	O0001	GC-01; GC-02; GC-03
Alexander, Vickie	O0001	GC-01; GC-02; GC-03
Alexander, Joyce	O0001	GC-01; GC-02; GC-03
Alexander, Shirley	O0001	GC-01; GC-02; GC-03
Alexander, Zsanine	O0001	GC-01; GC-02; GC-03
Alexandra, Kathryn	O0001	GC-01; GC-02; GC-03
Alfaro, Elaine	O0001	GC-01; GC-02; GC-03
Alfonso, Nadine	O0001	GC-01; GC-02; GC-03
Alford, Cassie	O0001	GC-01; GC-02; GC-03
Algasso, JoAnn	O0001	GC-01; GC-02; GC-03
Alger, Donna	O0001	GC-01; GC-02; GC-03
Alibrandi, Jill	O0001	GC-01; GC-02; GC-03
Alicea, Julie	O0001	GC-01; GC-02; GC-03
Allaburda, Behira	O0001	GC-01; GC-02; GC-03
Allaburda, Charity	O0001	GC-01; GC-02; GC-03
Allah, Halimah	O0001	GC-01; GC-02; GC-03
Allen III, Doug	O0001	GC-01; GC-02; GC-03
Allen, D. Patrick	O0001	GC-01; GC-02; GC-03
Allen, E. August	O0001	GC-01; GC-02; GC-03
Allen, Jim	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Allen, Judy	O0001	GC-01; GC-02; GC-03
Allen, Julie	O0001	GC-01; GC-02; GC-03
Allen, Judith	O0001	GC-01; GC-02; GC-03
Allen, Julia N.	O0001	GC-01; GC-02; GC-03
Allen, Kimberly	O0001	GC-01; GC-02; GC-03
Allen, L.	O0001	GC-01; GC-02; GC-03
Allen, Martha	O0001	GC-01; GC-02; GC-03
Allen, Robert	O0001	GC-01; GC-02; GC-03
Alley, Lynn	O0001	GC-01; GC-02; GC-03
Alleyne-Chin, Donna	O0001	GC-01; GC-02; GC-03
Allgood, Jean	O0001	GC-01; GC-02; GC-03
Allison, Connie	O0001	GC-01; GC-02; GC-03
Allison, Deborah	O0001	GC-01; GC-02; GC-03
Allnutt, Julie	O0001	GC-01; GC-02; GC-03
Alloway, Richard	O0001	GC-01; GC-02; GC-03
Allred, Sandi	O0001	GC-01; GC-02; GC-03
Allsop, Shannon	O0001	GC-01; GC-02; GC-03
Almack, Charles	O0001	GC-01; GC-02; GC-03
Almeranti, Linda	O0001	GC-01; GC-02; GC-03
Almond, Margaret	O0001	GC-01; GC-02; GC-03
Alpert, Emily	O0001	GC-01; GC-02; GC-03
Alreck-Anthony, Margaret	O0001	GC-01; GC-02; GC-03
Alsafi, Catherine	O0001	GC-01; GC-02; GC-03
Alskog, Laura	O0001	GC-01; GC-02; GC-03
Alter, Judith	O0001	GC-01; GC-02; GC-03
Alter, Silja	O0001	GC-01; GC-02; GC-03
Althiser, Kenneth	O0001	GC-01; GC-02; GC-03
Altman, Penny	O0001	GC-01; GC-02; GC-03
Alton, Walter	O0001	GC-01; GC-02; GC-03
Altshuler, John	O0001	GC-01; GC-02; GC-03
Altum, Angelika	O0001	GC-01; GC-02; GC-03
Alvarado, Joyce	O0001	GC-01; GC-02; GC-03
Alvarado, Myrna	O0001	GC-01; GC-02; GC-03
Alvarez, Alvaro	O0001	GC-01; GC-02; GC-03
Alvarez, Shirley	O0001	GC-01; GC-02; GC-03
Alvesteffer, Pam	O0001	GC-01; GC-02; GC-03
Alwardt, Linda	O0001	GC-01; GC-02; GC-03
Always, Patricia	O0001	GC-01; GC-02; GC-03
Alzuro, Nick	O0001	GC-01; GC-02; GC-03
Amador, Nicole	O0001	GC-01; GC-02; GC-03
Amaiz, Carlos	O0001	GC-01; GC-02; GC-03
Amaka, Michael	O0001	GC-01; GC-02; GC-03
Amann, Janet	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Amaya, Jaime	O0001	GC-01; GC-02; GC-03
Ambrose, Sheri	O0001	GC-01; GC-02; GC-03
Ambrosia, Thomas	O0001	GC-01; GC-02; GC-03
Amedeo, M.	O0001	GC-01; GC-02; GC-03
Ameen, Arshad	O0001	GC-01; GC-02; GC-03
Amick, Lauren	O0001	GC-01; GC-02; GC-03
Amlie, Brandt	O0001	GC-01; GC-02; GC-03
Ammon, Cara	O0001	GC-01; GC-02; GC-03
Ammon, Kay	O0001	GC-01; GC-02; GC-03
Amrine, Louise	O0001	GC-01; GC-02; GC-03
Amsler, Guy	O0001	GC-01; GC-02; GC-03
Anastasi, Teresa	O0001	GC-01; GC-02; GC-03
Anaya, Yanisa	O0001	GC-01; GC-02; GC-03
Ancona, Susan	O0001	GC-01; GC-02; GC-03
Andem, Margaret	O0001	GC-01; GC-02; GC-03
Andersen, Gary	O0001	GC-01; GC-02; GC-03
Andersen, Karen	O0001	GC-01; GC-02; GC-03
Andersen, Kirsten	O0001	GC-01; GC-02; GC-03
Andersen, Mark	O0001	GC-01; GC-02; GC-03
Anderson, Amy	O0001	GC-01; GC-02; GC-03
Anderson, Ben Oscar	O0001	GC-01; GC-02; GC-03
Anderson, Janie	O0001	GC-01; GC-02; GC-03
Anderson, Jeffery	O0001	GC-01; GC-02; GC-03
Anderson, Joel	O0001	GC-01; GC-02; GC-03
Anderson, Julie	O0001	GC-01; GC-02; GC-03
Anderson, Lynn	O0001	GC-01; GC-02; GC-03
Anderson, Mike	O0001	GC-01; GC-02; GC-03
Anderson, Sharon	O0001	GC-01; GC-02; GC-03
Anderson, Carol	O0001	GC-01; GC-02; GC-03
Anderson, Donita	O0001	GC-01; GC-02; GC-03
Anderson, Frank	O0001	GC-01; GC-02; GC-03
Anderson, Jan	O0001	GC-01; GC-02; GC-03
Anderson, Judith	O0001	GC-01; GC-02; GC-03
Anderson, Marshall	O0001	GC-01; GC-02; GC-03
Anderson, Michelle	O0001	GC-01; GC-02; GC-03
Anderson, Ryne	O0001	GC-01; GC-02; GC-03
Anderson, Shawn	O0001	GC-01; GC-02; GC-03
Anderson, Stephen	O0001	GC-01; GC-02; GC-03
Andrade, Stacy	O0001	GC-01; GC-02; GC-03
Andre, Wayne	O0001	GC-01; GC-02; GC-03
Andrea, Andrea	O0001	GC-01; GC-02; GC-03
Anduskey, Susan	O0001	GC-01; GC-02; GC-03
Angelo, Marjorie	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Angermann, Henry	O0001	GC-01; GC-02; GC-03
Annand, Evelyn	O0001	GC-01; GC-02; GC-03
Anne, Cecily	O0001	GC-01; GC-02; GC-03
Annecone, Lisa	O0001	GC-01; GC-02; GC-03
Annis, Malia	O0001	GC-01; GC-02; GC-03
Anny, Anny	O0001	GC-01; GC-02; GC-03
Anshin, Judith	O0001	GC-01; GC-02; GC-03
Anson, Gina	O0001	GC-01; GC-02; GC-03
Anthis, L.	O0001	GC-01; GC-02; GC-03
Anthony, Wanda	O0001	GC-01; GC-02; GC-03
Antin, Judith	O0001	GC-01; GC-02; GC-03
Anton, Michael	O0001	GC-01; GC-02; GC-03
Appelbaum, Anita Brooks	O0001	GC-01; GC-02; GC-03
Appenzeller, Cary	O0001	GC-01; GC-02; GC-03
Apt, Bryan	O0001	GC-01; GC-02; GC-03
Aquino, Tracey	O0001	GC-01; GC-02; GC-03
Arceneaux, Samantha	O0001	GC-01; GC-02; GC-03
Archambault, Caitlin	O0001	GC-01; GC-02; GC-03
Archer, Tara	O0001	GC-01; GC-02; GC-03
Archuleta, Patricia	O0001	GC-01; GC-02; GC-03
Arena, Nile	O0001	GC-01; GC-02; GC-03
Arensman, Diana	O0001	GC-01; GC-02; GC-03
Arent, Raymond	O0001	GC-01; GC-02; GC-03
Argenio, Diane	O0001	GC-01; GC-02; GC-03
Arguello, Sylvana	O0001	GC-01; GC-02; GC-03
Ariani, Kade	O0001	GC-01; GC-02; GC-03
Arias, Elvira	O0001	GC-01; GC-02; GC-03
Armer, Joan	O0001	GC-01; GC-02; GC-03
Armstrong, Marsha	O0001	GC-01; GC-02; GC-03
Armstrong, Jennifer	O0001	GC-01; GC-02; GC-03
Armstrong, Patricia	O0001	GC-01; GC-02; GC-03
Armstrong, Sara	O0001	GC-01; GC-02; GC-03
Arndtsen, Elizabeth	O0001	GC-01; GC-02; GC-03
Arneson, Cindy	O0001	GC-01; GC-02; GC-03
Arnold, Joan	O0001	GC-01; GC-02; GC-03
Arnold, Suzanne	O0001	GC-01; GC-02; GC-03
Arnold, Aimee	O0001	GC-01; GC-02; GC-03
Arnold, Arthur	O0001	GC-01; GC-02; GC-03
Arnold, Carlos	O0001	GC-01; GC-02; GC-03
Arnold, Charles	O0001	GC-01; GC-02; GC-03
Arnold, James	O0001	GC-01; GC-02; GC-03
Arnold, Satomi	O0001	GC-01; GC-02; GC-03
Arre, Nan	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Arroyos, Glory	O0001	GC-01; GC-02; GC-03
Arteaga, Maria	O0001	GC-01; GC-02; GC-03
Artewin, Cat	O0001	GC-01; GC-02; GC-03
Arthur, Cheryl	O0001	GC-01; GC-02; GC-03
Arthur, Kay	O0001	GC-01; GC-02; GC-03
Artigas, Alejandro	O0001	GC-01; GC-02; GC-03
Artman, Cara	O0001	GC-01; GC-02; GC-03
Arvola, Andarin	O0001	GC-01; GC-02; GC-03
Ary, Scott	O0001	GC-01; GC-02; GC-03
Asbury, Craig	O0001	GC-01; GC-02; GC-03
Aschauer, Sharlene	O0001	GC-01; GC-02; GC-03
Ascott, Madeleine	O0001	GC-01; GC-02; GC-03
Ashcliffe, Mary	O0001	GC-01; GC-02; GC-03
Ashe, Cooper	O0001	GC-01; GC-02; GC-03
Ashley, Tamara	O0001	GC-01; GC-02; GC-03
Ashman, Leigh	O0001	GC-01; GC-02; GC-03
Ashmore, Sandra	O0001	GC-01; GC-02; GC-03
Ashurst, D.	O0001	GC-01; GC-02; GC-03
Askey, Linda	O0001	GC-01; GC-02; GC-03
Asprey, Tom	O0001	GC-01; GC-02; GC-03
Asseff, Sam	O0001	GC-01; GC-02; GC-03
Aston, Diana	O0001	GC-01; GC-02; GC-03
Aston, Linda	O0001	GC-01; GC-02; GC-03
Asturino, Frank	O0001	GC-01; GC-02; GC-03
Atchison, Dorian	O0001	GC-01; GC-02; GC-03
Atchley, Marsha	O0001	GC-01; GC-02; GC-03
Atkinson, Ellen	O0001	GC-01; GC-02; GC-03
Atkinson, Martha	O0001	GC-01; GC-02; GC-03
Atwood, Peggy	O0001	GC-01; GC-02; GC-03
Atwood, Robert	O0001	GC-01; GC-02; GC-03
Aub, Kathy	O0001	GC-01; GC-02; GC-03
Aub, Debbie	O0001	GC-01; GC-02; GC-03
Auclair, Sarah	O0001	GC-01; GC-02; GC-03
Audette, Jarryd	O0001	GC-01; GC-02; GC-03
Auer, Patricia	O0001	GC-01; GC-02; GC-03
Aughey, Arlene	O0001	GC-01; GC-02; GC-03
Augur, Janise	O0001	GC-01; GC-02; GC-03
Aul, Greta	O0001	GC-01; GC-02; GC-03
Aulgur, John	O0001	GC-01; GC-02; GC-03
Aument, Marian	O0001	GC-01; GC-02; GC-03
Aurigemma, Kaye	O0001	GC-01; GC-02; GC-03
Austin, Victoria	O0001	GC-01; GC-02; GC-03
Autin, Cyrille	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Avery, John	O0001	GC-01; GC-02; GC-03
Avilla, Phyllis	O0001	GC-01; GC-02; GC-03
Axelrod, Jan	O0001	GC-01; GC-02; GC-03
Axle, Mary	O0001	GC-01; GC-02; GC-03
Ayers, Frank	O0001	GC-01; GC-02; GC-03
Azbill, Barbara	O0001	GC-01; GC-02; GC-03
Aziz, Mark	O0001	GC-01; GC-02; GC-03
Azuremare, Aimee	O0001	GC-01; GC-02; GC-03
Azzam, Rana	O0001	GC-01; GC-02; GC-03
Azzarello, Joe	O0001	GC-01; GC-02; GC-03
B., Regina	O0001	GC-01; GC-02; GC-03
B., Christine	O0001	GC-01; GC-02; GC-03
B., Priscilla	O0001	GC-01; GC-02; GC-03
B., Shary	O0001	GC-01; GC-02; GC-03
B., Susan	O0001	GC-01; GC-02; GC-03
B., Vaishnavi	O0001	GC-01; GC-02; GC-03
B.K.	O0001	GC-01; GC-02; GC-03
Babin, Karen	O0001	GC-01; GC-02; GC-03
Baca, M.	O0001	GC-01; GC-02; GC-03
Bachelani, Siraj	O0001	GC-01; GC-02; GC-03
Bachman, Richard	O0001	GC-01; GC-02; GC-03
Badame, Sacha	O0001	GC-01; GC-02; GC-03
Bader, Darren	O0001	GC-01; GC-02; GC-03
Badus, Theresa	O0001	GC-01; GC-02; GC-03
Baer, Carla	O0001	GC-01; GC-02; GC-03
Bagley, L.	O0001	GC-01; GC-02; GC-03
Bahr, Edward	O0001	GC-01; GC-02; GC-03
Bahris, Angie	O0001	GC-01; GC-02; GC-03
Baier, Mary Ann	O0001	GC-01; GC-02; GC-03
Baier, Palmeta	O0001	GC-01; GC-02; GC-03
Bailey, Dori	O0001	GC-01; GC-02; GC-03
Bailey, Stephen	O0001	GC-01; GC-02; GC-03
Bailey, Jill	O0001	GC-01; GC-02; GC-03
Bailey, Larry	O0001	GC-01; GC-02; GC-03
Bailey, Shirley	O0001	GC-01; GC-02; GC-03
Bailie, Janae	O0001	GC-01; GC-02; GC-03
Bain, Nancy	O0001	GC-01; GC-02; GC-03
Baine, Dave	O0001	GC-01; GC-02; GC-03
Baird, Courtney	O0001	GC-01; GC-02; GC-03
Baird, Angelica	O0001	GC-01; GC-02; GC-03
Baird, Barbara	O0001	GC-01; GC-02; GC-03
Baiz, Lisa	O0001	GC-01; GC-02; GC-03
Baize, Rieke	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Bak, Patrick	O0001	GC-01; GC-02; GC-03
Baker, Curtis	O0001	GC-01; GC-02; GC-03
Baker, Jeanne	O0001	GC-01; GC-02; GC-03
Baker, Maria	O0001	GC-01; GC-02; GC-03
Baker, Mary Sue	O0001	GC-01; GC-02; GC-03
Baker, Megan	O0001	GC-01; GC-02; GC-03
Baker, Ron	O0001	GC-01; GC-02; GC-03
Baker, Sasha	O0001	GC-01; GC-02; GC-03
Baker, Anne	O0001	GC-01; GC-02; GC-03
Baker, Brittney	O0001	GC-01; GC-02; GC-03
Baker, John	O0001	GC-01; GC-02; GC-03
Baker, K.R.	O0001	GC-01; GC-02; GC-03
Baker, Mark	O0001	GC-01; GC-02; GC-03
Baker, Patricia	O0001	GC-01; GC-02; GC-03
Baker, Sharon	O0001	GC-01; GC-02; GC-03
Baker-Smith, Gerritt and Elizabeth	O0001	GC-01; GC-02; GC-03
Balabanian, Jerry	O0001	GC-01; GC-02; GC-03
Balchunas, Tony	O0001	GC-01; GC-02; GC-03
Baldo, Marilyn	O0001	GC-01; GC-02; GC-03
Baldry, Dennis	O0001	GC-01; GC-02; GC-03
Baldwin, Summerfield	O0001	GC-01; GC-02; GC-03
Bales, Nathan	O0001	GC-01; GC-02; GC-03
Baley, Patricia McRae	O0001	GC-01; GC-02; GC-03
Balicki, John	O0001	GC-01; GC-02; GC-03
Balis, Carl	O0001	GC-01; GC-02; GC-03
Ball, Evelyn	O0001	GC-01; GC-02; GC-03
Ball, Jane	O0001	GC-01; GC-02; GC-03
Ball, Laurie	O0001	GC-01; GC-02; GC-03
Ball, Richard	O0001	GC-01; GC-02; GC-03
Ball, Tim	O0001	GC-01; GC-02; GC-03
Balog, Nancy	O0001	GC-01; GC-02; GC-03
Balsai, Michael	O0001	GC-01; GC-02; GC-03
Balsamo, Joe	O0001	GC-01; GC-02; GC-03
Bambach, Barbara	O0001	GC-01; GC-02; GC-03
Bamford, Robert	O0001	GC-01; GC-02; GC-03
Bandola, Jodi	O0001	GC-01; GC-02; GC-03
Banever, C.	O0001	GC-01; GC-02; GC-03
Baniquid, Jarrod	O0001	GC-01; GC-02; GC-03
Banks, Anita	O0001	GC-01; GC-02; GC-03
Banks, R.	O0001	GC-01; GC-02; GC-03
Banks, Donna	O0001	GC-01; GC-02; GC-03
Banks, Janice	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Bankston, Kathryn	O0001	GC-01; GC-02; GC-03
Bannister, Robert	O0001	GC-01; GC-02; GC-03
Banta, Linda	O0001	GC-01; GC-02; GC-03
Banzhaf, Joyce	O0001	GC-01; GC-02; GC-03
Barbara, Jennifer	O0001	GC-01; GC-02; GC-03
Barber, Joanne	O0001	GC-01; GC-02; GC-03
Barber, Arleen	O0001	GC-01; GC-02; GC-03
Barber, Carolyn	O0001	GC-01; GC-02; GC-03
Barber, Pamela	O0001	GC-01; GC-02; GC-03
Barbera, Diane	O0001	GC-01; GC-02; GC-03
Barberio, Frank	O0001	GC-01; GC-02; GC-03
Barbetti, Susan	O0001	GC-01; GC-02; GC-03
Barbezat, Mary	O0001	GC-01; GC-02; GC-03
Barbosa, Ron	O0001	GC-01; GC-02; GC-03
Bard, Carole	O0001	GC-01; GC-02; GC-03
Bardo, Ellen	O0001	GC-01; GC-02; GC-03
Barela, Dana	O0001	GC-01; GC-02; GC-03
Barfield, Bonnie	O0001	GC-01; GC-02; GC-03
Barger, John	O0001	GC-01; GC-02; GC-03
Barger, Melanie	O0001	GC-01; GC-02; GC-03
Barger, Lisa	O0001	GC-01; GC-02; GC-03
Barhydt, Mary	O0001	GC-01; GC-02; GC-03
Barker, Donald	O0001	GC-01; GC-02; GC-03
Barker, Anne	O0001	GC-01; GC-02; GC-03
Barker, Linda	O0001	GC-01; GC-02; GC-03
Barlow, Sterling	O0001	GC-01; GC-02; GC-03
Barnes, Hallie	O0001	GC-01; GC-02; GC-03
Barnett, Candice	O0001	GC-01; GC-02; GC-03
Barnett, Curt	O0001	GC-01; GC-02; GC-03
Barnett, Kathy	O0001	GC-01; GC-02; GC-03
Barns, Suzanne	O0001	GC-01; GC-02; GC-03
Barr, Kathleen	O0001	GC-01; GC-02; GC-03
Barr, Holly	O0001	GC-01; GC-02; GC-03
Barre, Dominique	O0001	GC-01; GC-02; GC-03
Barre, Matthew	O0001	GC-01; GC-02; GC-03
Barreto, Jose	O0001	GC-01; GC-02; GC-03
Barreto, Stanley	O0001	GC-01; GC-02; GC-03
Barrett, Donna	O0001	GC-01; GC-02; GC-03
Barrett, Mary Ann	O0001	GC-01; GC-02; GC-03
Barrett, Elizabeth	O0001	GC-01; GC-02; GC-03
Barrett, Fiona	O0001	GC-01; GC-02; GC-03
Barrett, Morgan	O0001	GC-01; GC-02; GC-03
Barrett, Wendy	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Barrett, William</i>	O0001	GC-01; GC-02; GC-03
<i>Barrington, Tim</i>	O0001	GC-01; GC-02; GC-03
<i>Barritt, Jim</i>	O0001	GC-01; GC-02; GC-03
<i>Barron, Mikail</i>	O0001	GC-01; GC-02; GC-03
<i>Barron, Paula</i>	O0001	GC-01; GC-02; GC-03
<i>Barron, Stephanie</i>	O0001	GC-01; GC-02; GC-03
<i>Barron, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Barros, Michelle</i>	O0001	GC-01; GC-02; GC-03
<i>Barrow, Mary G.</i>	O0001	GC-01; GC-02; GC-03
<i>Barris, Kim</i>	O0001	GC-01; GC-02; GC-03
<i>Barry, John</i>	O0001	GC-01; GC-02; GC-03
<i>Barry, Karyn</i>	O0001	GC-01; GC-02; GC-03
<i>Barry, Deborah</i>	O0001	GC-01; GC-02; GC-03
<i>Barry, Marion</i>	O0001	GC-01; GC-02; GC-03
<i>Barry, Sheilah</i>	O0001	GC-01; GC-02; GC-03
<i>Barsch, Betty L.</i>	O0001	GC-01; GC-02; GC-03
<i>Barsom, Michelle</i>	O0001	GC-01; GC-02; GC-03
<i>Barstow, Kathryn</i>	O0001	GC-01; GC-02; GC-03
<i>Barstow, Mary</i>	O0001	GC-01; GC-02; GC-03
<i>Barter, Ken</i>	O0001	GC-01; GC-02; GC-03
<i>Bartholomay, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Bartholomew, Carolyn</i>	O0001	GC-01; GC-02; GC-03
<i>Bartkowicz, Richard</i>	O0001	GC-01; GC-02; GC-03
<i>Bartle, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Bartleman, Mark</i>	O0001	GC-01; GC-02; GC-03
<i>Bartlett, Bob</i>	O0001	GC-01; GC-02; GC-03
<i>Bartolett, Judy</i>	O0001	GC-01; GC-02; GC-03
<i>Barton, Ellen</i>	O0001	GC-01; GC-02; GC-03
<i>Barton, Gary</i>	O0001	GC-01; GC-02; GC-03
<i>Baruch, Lois</i>	O0001	GC-01; GC-02; GC-03
<i>Bash, Randall</i>	O0001	GC-01; GC-02; GC-03
<i>Bashaw, Christina</i>	O0001	GC-01; GC-02; GC-03
<i>Bashen, Melinda</i>	O0001	GC-01; GC-02; GC-03
<i>Bashore, Neal</i>	O0001	GC-01; GC-02; GC-03
<i>Basile, Diane</i>	O0001	GC-01; GC-02; GC-03
<i>Bass, Catherine</i>	O0001	GC-01; GC-02; GC-03
<i>Bass, Jeremy</i>	O0001	GC-01; GC-02; GC-03
<i>Bass, Lisa</i>	O0001	GC-01; GC-02; GC-03
<i>Bassett, Robert</i>	O0001	GC-01; GC-02; GC-03
<i>Basson, Audrey</i>	O0001	GC-01; GC-02; GC-03
<i>Bast, Rhonda</i>	O0001	GC-01; GC-02; GC-03
<i>Batchelder, Jan</i>	O0001	GC-01; GC-02; GC-03
<i>Bateman, Guy</i>	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Bateman, Cheryl	O0001	GC-01; GC-02; GC-03
Bates, Sandra	O0001	GC-01; GC-02; GC-03
Bator, Loretta	O0001	GC-01; GC-02; GC-03
Batstone, Michaela	O0001	GC-01; GC-02; GC-03
Battaglia, Judith	O0001	GC-01; GC-02; GC-03
Battaly, Gertrude	O0001	GC-01; GC-02; GC-03
Battilana, Ruthanna	O0001	GC-01; GC-02; GC-03
Battles, Eileen	O0001	GC-01; GC-02; GC-03
Batty, Vernon	O0001	GC-01; GC-02; GC-03
Bauer, Linda	O0001	GC-01; GC-02; GC-03
Bauer, Cherine	O0001	GC-01; GC-02; GC-03
Bauer, Nancy	O0001	GC-01; GC-02; GC-03
Bauer, Philip	O0001	GC-01; GC-02; GC-03
Baum, Jefferson	O0001	GC-01; GC-02; GC-03
Baum, Miriam	O0001	GC-01; GC-02; GC-03
Baumann, Charles	O0001	GC-01; GC-02; GC-03
Baumgartner, William	O0001	GC-01; GC-02; GC-03
Baumis, Donald	O0001	GC-01; GC-02; GC-03
Bawer, L.	O0001	GC-01; GC-02; GC-03
Baxter, Ramona	O0001	GC-01; GC-02; GC-03
Bayman, Sarah	O0001	GC-01; GC-02; GC-03
Bazinet, Jon	O0001	GC-01; GC-02; GC-03
Beach, Linda	O0001	GC-01; GC-02; GC-03
Beal, Kathleen	O0001	GC-01; GC-02; GC-03
Beall, Les	O0001	GC-01; GC-02; GC-03
Beall, Paula	O0001	GC-01; GC-02; GC-03
Beam, Barbara	O0001	GC-01; GC-02; GC-03
Beaman, Patricia	O0001	GC-01; GC-02; GC-03
Beamer, John	O0001	GC-01; GC-02; GC-03
Bean, Heidi	O0001	GC-01; GC-02; GC-03
Bean, F.	O0001	GC-01; GC-02; GC-03
Beard, Valerie	O0001	GC-01; GC-02; GC-03
Beard, Jeff	O0001	GC-01; GC-02; GC-03
Beardshear, Donald	O0001	GC-01; GC-02; GC-03
Bearman, Shannon	O0001	GC-01; GC-02; GC-03
Beatini, Tom	O0001	GC-01; GC-02; GC-03
Beattie, Mary Ellen	O0001	GC-01; GC-02; GC-03
Beattie, Warren	O0001	GC-01; GC-02; GC-03
Beatty, Alan	O0001	GC-01; GC-02; GC-03
Beatty, Janet	O0001	GC-01; GC-02; GC-03
Beauchamp, Catherine	O0001	GC-01; GC-02; GC-03
Beauchamp, Jan	O0001	GC-01; GC-02; GC-03
Beaudoin, Elizabeth	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Beaver, Betty	O0001	GC-01; GC-02; GC-03
Beavers, Nancy	O0001	GC-01; GC-02; GC-03
Bechdolt, Pamela	O0001	GC-01; GC-02; GC-03
Bechtel, Paul	O0001	GC-01; GC-02; GC-03
Bechtel, Deb	O0001	GC-01; GC-02; GC-03
Bechtel, Jean	O0001	GC-01; GC-02; GC-03
Beck, Kimberly	O0001	GC-01; GC-02; GC-03
Beck, Sherry	O0001	GC-01; GC-02; GC-03
Beck, Karen	O0001	GC-01; GC-02; GC-03
Becker, Alice	O0001	GC-01; GC-02; GC-03
Becker, Elaine	O0001	GC-01; GC-02; GC-03
Beckham, Gary	O0001	GC-01; GC-02; GC-03
Beckley, Cindy	O0001	GC-01; GC-02; GC-03
Beckmann, Marelise	O0001	GC-01; GC-02; GC-03
Bedford, Pauline	O0001	GC-01; GC-02; GC-03
Bedzyk, Cate	O0001	GC-01; GC-02; GC-03
Beeghly, Charles	O0001	GC-01; GC-02; GC-03
Beeler, Clara	O0001	GC-01; GC-02; GC-03
Beeler, James	O0001	GC-01; GC-02; GC-03
Beeler, Kimberly	O0001	GC-01; GC-02; GC-03
Beeman, Joanne	O0001	GC-01; GC-02; GC-03
Beerheide, Erna	O0001	GC-01; GC-02; GC-03
Beers, Linda	O0001	GC-01; GC-02; GC-03
Beetle, Patricia	O0001	GC-01; GC-02; GC-03
Begell, Alisha	O0001	GC-01; GC-02; GC-03
Begin, Judy	O0001	GC-01; GC-02; GC-03
Behl, Daniel Max	O0001	GC-01; GC-02; GC-03
Behrens, Carla	O0001	GC-01; GC-02; GC-03
Behrens, Joanna	O0001	GC-01; GC-02; GC-03
Behrman, Pamela	O0001	GC-01; GC-02; GC-03
Bein, Ann	O0001	GC-01; GC-02; GC-03
Beitzel, Margaret	O0001	GC-01; GC-02; GC-03
Bejgrowicz, Thomas	O0001	GC-01; GC-02; GC-03
Bekker, Ralph	O0001	GC-01; GC-02; GC-03
Belcastro, Bernadette	O0001	GC-01; GC-02; GC-03
Belcastro, Frank	O0001	GC-01; GC-02; GC-03
Belding, Christiana	O0001	GC-01; GC-02; GC-03
Beleny, Charles	O0001	GC-01; GC-02; GC-03
Bell, Arthur	O0001	GC-01; GC-02; GC-03
Bell, David	O0001	GC-01; GC-02; GC-03
Bell, Frances	O0001	GC-01; GC-02; GC-03
Bellano, Jennifer	O0001	GC-01; GC-02; GC-03
Bellos, Marilyn	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Bellows, David	O0001	GC-01; GC-02; GC-03
Belmonte, Jennifer	O0001	GC-01; GC-02; GC-03
Belsley, Cheryl	O0001	GC-01; GC-02; GC-03
Belter, Jerry	O0001	GC-01; GC-02; GC-03
Belz, Paul	O0001	GC-01; GC-02; GC-03
Bemer, Lynne	O0001	GC-01; GC-02; GC-03
Bender, Donna	O0001	GC-01; GC-02; GC-03
Bender, Jane	O0001	GC-01; GC-02; GC-03
Benedict, Lhesli	O0001	GC-01; GC-02; GC-03
Benedict, Derek	O0001	GC-01; GC-02; GC-03
Benford, Al	O0001	GC-01; GC-02; GC-03
Bengston, Lynn	O0001	GC-01; GC-02; GC-03
Beninato, Mary	O0001	GC-01; GC-02; GC-03
Benjamin, Elaine	O0001	GC-01; GC-02; GC-03
Benjamin, Alex	O0001	GC-01; GC-02; GC-03
Benjamin, Christopher	O0001	GC-01; GC-02; GC-03
Benjamin, Pamela	O0001	GC-01; GC-02; GC-03
Benkovsky, Janyce	O0001	GC-01; GC-02; GC-03
Bennett, Deborah	O0001	GC-01; GC-02; GC-03
Bennett, Joan	O0001	GC-01; GC-02; GC-03
Bennett, Matthew	O0001	GC-01; GC-02; GC-03
Bennett, Terry	O0001	GC-01; GC-02; GC-03
Bennion, Kellie	O0001	GC-01; GC-02; GC-03
Benschoter, Ruth	O0001	GC-01; GC-02; GC-03
Benson, Jody	O0001	GC-01; GC-02; GC-03
Benthusen, Jeri	O0001	GC-01; GC-02; GC-03
Bentley, Linda	O0001	GC-01; GC-02; GC-03
Benton, Annette	O0001	GC-01; GC-02; GC-03
Benton, Devon	O0001	GC-01; GC-02; GC-03
Bentz, Keith	O0001	GC-01; GC-02; GC-03
Benvenuti, Lawrence	O0001	GC-01; GC-02; GC-03
Berberi, Julie	O0001	GC-01; GC-02; GC-03
Berdini, Alan	O0001	GC-01; GC-02; GC-03
Berg, Elaine	O0001	GC-01; GC-02; GC-03
Berg, Sheryl	O0001	GC-01; GC-02; GC-03
Bergen, Jaye	O0001	GC-01; GC-02; GC-03
Berger, Elmer	O0001	GC-01; GC-02; GC-03
Berger, Pat	O0001	GC-01; GC-02; GC-03
Bergeron, Brad	O0001	GC-01; GC-02; GC-03
Bergey, Don	O0001	GC-01; GC-02; GC-03
Bergh, Colleen	O0001	GC-01; GC-02; GC-03
Bergman, Don	O0001	GC-01; GC-02; GC-03
Bergman, Simona	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Berkeley, Carol	O0001	GC-01; GC-02; GC-03
Berkeley, Pauline	O0001	GC-01; GC-02; GC-03
Berkon, Marilyn	O0001	GC-01; GC-02; GC-03
Berkowitz, Julia	O0001	GC-01; GC-02; GC-03
Berkvam, Lavonne	O0001	GC-01; GC-02; GC-03
Berlin, Marilyn	O0001	GC-01; GC-02; GC-03
Berliner, Diane	O0001	GC-01; GC-02; GC-03
Berman, Pearl	O0001	GC-01; GC-02; GC-03
Bernard, Pam	O0001	GC-01; GC-02; GC-03
Bernardo, Kathleen	O0001	GC-01; GC-02; GC-03
Bernas, Ed	O0001	GC-01; GC-02; GC-03
Berndt, Ann	O0001	GC-01; GC-02; GC-03
Bennett, Cynthia	O0001	GC-01; GC-02; GC-03
Bernhardt, Abby	O0001	GC-01; GC-02; GC-03
Bernstein, Bonnie	O0001	GC-01; GC-02; GC-03
Bernstein, Laura Ann K.	O0001	GC-01; GC-02; GC-03
Berry, David	O0001	GC-01; GC-02; GC-03
Berry, Kimberly	O0001	GC-01; GC-02; GC-03
Berry, Marla	O0001	GC-01; GC-02; GC-03
Berryhill, Veyanne	O0001	GC-01; GC-02; GC-03
Bertell, Pat	O0001	GC-01; GC-02; GC-03
Berthrong, Candace	O0001	GC-01; GC-02; GC-03
Bertrand, Claudia	O0001	GC-01; GC-02; GC-03
Bertz, Conrad	O0001	GC-01; GC-02; GC-03
Berzins, Ieva	O0001	GC-01; GC-02; GC-03
Besaw, Suzanne	O0001	GC-01; GC-02; GC-03
Besser, Donald	O0001	GC-01; GC-02; GC-03
Best, Marilyn	O0001	GC-01; GC-02; GC-03
Betcher, Michelle	O0001	GC-01; GC-02; GC-03
Bethune, Ann	O0001	GC-01; GC-02; GC-03
Betkowski, Ruth	O0001	GC-01; GC-02; GC-03
Betti, Mark	O0001	GC-01; GC-02; GC-03
Betts, Donald	O0001	GC-01; GC-02; GC-03
Betts, Herb	O0001	GC-01; GC-02; GC-03
Beutel, Teresa	O0001	GC-01; GC-02; GC-03
Beverly, J.	O0001	GC-01; GC-02; GC-03
Bey, Lisa	O0001	GC-01; GC-02; GC-03
Bezuidenhout, Francois	O0001	GC-01; GC-02; GC-03
Bharadwaj, Rama	O0001	GC-01; GC-02; GC-03
Biagi, Josephine	O0001	GC-01; GC-02; GC-03
Bickers, Kevin	O0001	GC-01; GC-02; GC-03
Biddle, Belinda	O0001	GC-01; GC-02; GC-03
Bidinian, Jane	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Bidwell, Troy	O0001	GC-01; GC-02; GC-03
Bielke, Joshua	O0001	GC-01; GC-02; GC-03
Bielski, Karen	O0001	GC-01; GC-02; GC-03
Bien, Annie	O0001	GC-01; GC-02; GC-03
Biere, Debbie	O0001	GC-01; GC-02; GC-03
Bieritz, David	O0001	GC-01; GC-02; GC-03
Bierman, Ken	O0001	GC-01; GC-02; GC-03
Bierschenk, Donna	O0001	GC-01; GC-02; GC-03
Bigelow, Richard	O0001	GC-01; GC-02; GC-03
Biggins, Jane	O0001	GC-01; GC-02; GC-03
Biggins, Nancy	O0001	GC-01; GC-02; GC-03
Biggs, Amy	O0001	GC-01; GC-02; GC-03
Bilir, Lale	O0001	GC-01; GC-02; GC-03
Billmeyer, Ruth	O0001	GC-01; GC-02; GC-03
Bilokur-Tobias, Rebecca	O0001	GC-01; GC-02; GC-03
Bindas, Janet	O0001	GC-01; GC-02; GC-03
Binder, Becky	O0001	GC-01; GC-02; GC-03
Bircher, Kay	O0001	GC-01; GC-02; GC-03
Bird, Oscar	O0001	GC-01; GC-02; GC-03
Bird, Judi	O0001	GC-01; GC-02; GC-03
Bird, Patricia	O0001	GC-01; GC-02; GC-03
Bires, Roy E.	O0001	GC-01; GC-02; GC-03
Biron Jr., George	O0001	GC-01; GC-02; GC-03
Biron, Deborah	O0001	GC-01; GC-02; GC-03
Bishop, Deborah	O0001	GC-01; GC-02; GC-03
Bishop, Roberta	O0001	GC-01; GC-02; GC-03
Bishop, Cori	O0001	GC-01; GC-02; GC-03
Bishop, Norman	O0001	GC-01; GC-02; GC-03
Bishop, Shirley	O0001	GC-01; GC-02; GC-03
Bisker, Edward	O0001	GC-01; GC-02; GC-03
Bisner, Kerri	O0001	GC-01; GC-02; GC-03
Bisschop, Peter	O0001	GC-01; GC-02; GC-03
Bissell, Stephanie	O0001	GC-01; GC-02; GC-03
Bissette, Cynthia	O0001	GC-01; GC-02; GC-03
Bistline, Susan	O0001	GC-01; GC-02; GC-03
Bittenbinder, Barb	O0001	GC-01; GC-02; GC-03
Bittler, Alan	O0001	GC-01; GC-02; GC-03
Bittner, S.	O0001	GC-01; GC-02; GC-03
Bivens, Dee	O0001	GC-01; GC-02; GC-03
Bixley, Jean	O0001	GC-01; GC-02; GC-03
Bjorkquist, Elvi	O0001	GC-01; GC-02; GC-03
Bjornbak, Sharron	O0001	GC-01; GC-02; GC-03
Black, Cinda	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Black, Sam	O0001	GC-01; GC-02; GC-03
Black, Lisa	O0001	GC-01; GC-02; GC-03
Black, Mary Ann	O0001	GC-01; GC-02; GC-03
Black, Susan	O0001	GC-01; GC-02; GC-03
Blackburn, Linda	O0001	GC-01; GC-02; GC-03
Blackburn, Melanie	O0001	GC-01; GC-02; GC-03
Blackman, Laura	O0001	GC-01; GC-02; GC-03
Blackman, Jeffrey	O0001	GC-01; GC-02; GC-03
Blackman, Michael	O0001	GC-01; GC-02; GC-03
Blackshear, Sherry	O0001	GC-01; GC-02; GC-03
Blackwell, Thomas	O0001	GC-01; GC-02; GC-03
Blackwell-Merchant, Pat	O0001	GC-01; GC-02; GC-03
Blackwood, Jean	O0001	GC-01; GC-02; GC-03
Blagen, J.	O0001	GC-01; GC-02; GC-03
Blaha, John	O0001	GC-01; GC-02; GC-03
Blair, Debbie	O0001	GC-01; GC-02; GC-03
Blair, Rima	O0001	GC-01; GC-02; GC-03
Blair, David	O0001	GC-01; GC-02; GC-03
Blair, Elaine	O0001	GC-01; GC-02; GC-03
Blair, Frances	O0001	GC-01; GC-02; GC-03
Blake, Ali	O0001	GC-01; GC-02; GC-03
Blake, Frank	O0001	GC-01; GC-02; GC-03
Blake, Janet	O0001	GC-01; GC-02; GC-03
Blake, Jocelyn	O0001	GC-01; GC-02; GC-03
Blanchard, Samantha	O0001	GC-01; GC-02; GC-03
Blanchard, Kenneth	O0001	GC-01; GC-02; GC-03
Blanchette, Trina	O0001	GC-01; GC-02; GC-03
Blandford, Mark	O0001	GC-01; GC-02; GC-03
Blandford, Tom	O0001	GC-01; GC-02; GC-03
Blanford, Mary	O0001	GC-01; GC-02; GC-03
Blank, Charles	O0001	GC-01; GC-02; GC-03
Blankenship, Tim	O0001	GC-01; GC-02; GC-03
Blanton, Jeffery	O0001	GC-01; GC-02; GC-03
Blanton, Robin	O0001	GC-01; GC-02; GC-03
Blanton, Cricket	O0001	GC-01; GC-02; GC-03
Blasche, Karen	O0001	GC-01; GC-02; GC-03
Blaschke, Lawrence	O0001	GC-01; GC-02; GC-03
Blasco, Maria Tara	O0001	GC-01; GC-02; GC-03
Blaauvelt, Frances	O0001	GC-01; GC-02; GC-03
Blazier, Thomas	O0001	GC-01; GC-02; GC-03
Blechman, Michael	O0001	GC-01; GC-02; GC-03
Bleckinger, Dana	O0001	GC-01; GC-02; GC-03
Bleckler, Chris	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Bledsoe, Richard	O0001	GC-01; GC-02; GC-03
Blessing, William	O0001	GC-01; GC-02; GC-03
Block-Haley, Amanda	O0001	GC-01; GC-02; GC-03
Blombach, Ann	O0001	GC-01; GC-02; GC-03
Blomfield, Mark	O0001	GC-01; GC-02; GC-03
Blood, Larry	O0001	GC-01; GC-02; GC-03
Bloodgood, Dave	O0001	GC-01; GC-02; GC-03
Bloomingburg, Chuck	O0001	GC-01; GC-02; GC-03
Blum, Denny	O0001	GC-01; GC-02; GC-03
Blunk, Ellen	O0001	GC-01; GC-02; GC-03
Blythe, Frances	O0001	GC-01; GC-02; GC-03
Boardman, Noel	O0001	GC-01; GC-02; GC-03
Bobb, Mary	O0001	GC-01; GC-02; GC-03
Bobby, P.	O0001	GC-01; GC-02; GC-03
Bobe, Pablo	O0001	GC-01; GC-02; GC-03
Bobek, Gabriel	O0001	GC-01; GC-02; GC-03
Bocanegra, Patricia	O0001	GC-01; GC-02; GC-03
Bock, Joseph	O0001	GC-01; GC-02; GC-03
Bock, William	O0001	GC-01; GC-02; GC-03
Bocknek, Judith	O0001	GC-01; GC-02; GC-03
Boddicker, Ron	O0001	GC-01; GC-02; GC-03
Bodycott, Dwight	O0001	GC-01; GC-02; GC-03
Boeck, Simone	O0001	GC-01; GC-02; GC-03
Boeckermann, Jesse	O0001	GC-01; GC-02; GC-03
Boehler, Karen	O0001	GC-01; GC-02; GC-03
Boes, Sondra	O0001	GC-01; GC-02; GC-03
Boggs, Jann Spalding	O0001	GC-01; GC-02; GC-03
Bogin, Ronald	O0001	GC-01; GC-02; GC-03
Boguske, Matthew	O0001	GC-01; GC-02; GC-03
Bogusky, Rae	O0001	GC-01; GC-02; GC-03
Bohl, Tollie	O0001	GC-01; GC-02; GC-03
Bohlen, Curt	O0001	GC-01; GC-02; GC-03
Bohmsach, Rebecca	O0001	GC-01; GC-02; GC-03
Boice, Ruth	O0001	GC-01; GC-02; GC-03
Bois, Myriam	O0001	GC-01; GC-02; GC-03
Boisvert, Chantal	O0001	GC-01; GC-02; GC-03
Bojarski, Lawrence	O0001	GC-01; GC-02; GC-03
Bokus, Jeremy	O0001	GC-01; GC-02; GC-03
Bol, Deborah	O0001	GC-01; GC-02; GC-03
Bolcon, W.	O0001	GC-01; GC-02; GC-03
Bold, Richard	O0001	GC-01; GC-02; GC-03
Boldt, Cheryl	O0001	GC-01; GC-02; GC-03
Bolek, Leah	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Bolick, Cheryl	O0001	GC-01; GC-02; GC-03
Bolin, Barbara	O0001	GC-01; GC-02; GC-03
Bolin, Clarence	O0001	GC-01; GC-02; GC-03
Boling, Beverly	O0001	GC-01; GC-02; GC-03
Bolland, Bob	O0001	GC-01; GC-02; GC-03
Bolles, Matthew	O0001	GC-01; GC-02; GC-03
Bolster, Jocelyn Holst	O0001	GC-01; GC-02; GC-03
Bolton, Robyn	O0001	GC-01; GC-02; GC-03
Bolton, Robyn K.	O0001	GC-01; GC-02; GC-03
Boltz, Randall	O0001	GC-01; GC-02; GC-03
Bomarito, Maryann	O0001	GC-01; GC-02; GC-03
Bombar, Timothy	O0001	GC-01; GC-02; GC-03
Bon, Eric	O0001	GC-01; GC-02; GC-03
Bonaldi, Lisa	O0001	GC-01; GC-02; GC-03
Bond, Lauren	O0001	GC-01; GC-02; GC-03
Bond, Michael	O0001	GC-01; GC-02; GC-03
Boner, Robert	O0001	GC-01; GC-02; GC-03
Bonfield, Barbara	O0001	GC-01; GC-02; GC-03
Bongiorno, Joseph	O0001	GC-01; GC-02; GC-03
Bonicelli, Carole	O0001	GC-01; GC-02; GC-03
Boniface, Kathryn	O0001	GC-01; GC-02; GC-03
Bonifacio, George	O0001	GC-01; GC-02; GC-03
Bonini, Lee	O0001	GC-01; GC-02; GC-03
Bonk, Marliese	O0001	GC-01; GC-02; GC-03
Bonnett, Andrea	O0001	GC-01; GC-02; GC-03
Bonsall, Paula	O0001	GC-01; GC-02; GC-03
Boode, Patricia	O0001	GC-01; GC-02; GC-03
Book, Carol	O0001	GC-01; GC-02; GC-03
Book, Katherine	O0001	GC-01; GC-02; GC-03
Bookheimer, Donna	O0001	GC-01; GC-02; GC-03
Boomershine, C. Jean	O0001	GC-01; GC-02; GC-03
Boomhower, Deborah	O0001	GC-01; GC-02; GC-03
Boone, Merrill	O0001	GC-01; GC-02; GC-03
Booth, Carolie	O0001	GC-01; GC-02; GC-03
Booth, Cindy	O0001	GC-01; GC-02; GC-03
Booth, Elizabeth F.	O0001	GC-01; GC-02; GC-03
Booth, Nancy	O0001	GC-01; GC-02; GC-03
Booth, Richard	O0001	GC-01; GC-02; GC-03
Boothe, Heather	O0001	GC-01; GC-02; GC-03
Boots, Sharon	O0001	GC-01; GC-02; GC-03
Bopp, Karen	O0001	GC-01; GC-02; GC-03
Borcherding, Paul	O0001	GC-01; GC-02; GC-03
Borden, Carolyn	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Bordenave, Michael	O0001	GC-01; GC-02; GC-03
Borders, Mildred	O0001	GC-01; GC-02; GC-03
Borer, Carrie	O0001	GC-01; GC-02; GC-03
Borges, Gretchen	O0001	GC-01; GC-02; GC-03
Borgeson, Dean	O0001	GC-01; GC-02; GC-03
Borich, Marilyn	O0001	GC-01; GC-02; GC-03
Boris, Donna	O0001	GC-01; GC-02; GC-03
Borland, Matthew	O0001	GC-01; GC-02; GC-03
Borley, Courtney	O0001	GC-01; GC-02; GC-03
Bornholtz, Gavin	O0001	GC-01; GC-02; GC-03
Boroshok, Ruth	O0001	GC-01; GC-02; GC-03
Borowski, Oded	O0001	GC-01; GC-02; GC-03
Borsos, Pam	O0001	GC-01; GC-02; GC-03
Bortolussi, Susan	O0001	GC-01; GC-02; GC-03
Bortot, Deborah	O0001	GC-01; GC-02; GC-03
Borus, Myrna	O0001	GC-01; GC-02; GC-03
Bos, Katherine	O0001	GC-01; GC-02; GC-03
Bosh, Ken	O0001	GC-01; GC-02; GC-03
Bosserman, Will	O0001	GC-01; GC-02; GC-03
Bost, Mary	O0001	GC-01; GC-02; GC-03
Bostelmann, Allan	O0001	GC-01; GC-02; GC-03
Bostock, Vic	O0001	GC-01; GC-02; GC-03
Bottolffson, Becky	O0001	GC-01; GC-02; GC-03
Bottomley, David	O0001	GC-01; GC-02; GC-03
Bouchard, Steven	O0001	GC-01; GC-02; GC-03
Bouchard-Shapro, Kimberly	O0001	GC-01; GC-02; GC-03
Boucher, J.	O0001	GC-01; GC-02; GC-03
Boucher, Tasha	O0001	GC-01; GC-02; GC-03
Boughan, Tom	O0001	GC-01; GC-02; GC-03
Boumali, Omar	O0001	GC-01; GC-02; GC-03
Boura, Theodora	O0001	GC-01; GC-02; GC-03
Bourassa, Veronica	O0001	GC-01; GC-02; GC-03
Bourdelle, Stephanie	O0001	GC-01; GC-02; GC-03
Bourgin, Richard	O0001	GC-01; GC-02; GC-03
Bourlotos, George	O0001	GC-01; GC-02; GC-03
Bourque, Peggy	O0001	GC-01; GC-02; GC-03
Bouvette, Karla	O0001	GC-01; GC-02; GC-03
Bovee, Emily	O0001	GC-01; GC-02; GC-03
Bowden, Joan	O0001	GC-01; GC-02; GC-03
Bowden, Margaret	O0001	GC-01; GC-02; GC-03
Bowen, Mary Ellen	O0001	GC-01; GC-02; GC-03
Bowers, Diana	O0001	GC-01; GC-02; GC-03
Bowers, Gary	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Bowling, Scott	O0001	GC-01; GC-02; GC-03
Bowman, Gerald	O0001	GC-01; GC-02; GC-03
Bowman, Jennifer	O0001	GC-01; GC-02; GC-03
Bowron, Alice	O0001	GC-01; GC-02; GC-03
Boyce, Richard	O0001	GC-01; GC-02; GC-03
Boydston, Charlene	O0001	GC-01; GC-02; GC-03
Boyer, David	O0001	GC-01; GC-02; GC-03
Boyers, Gary	O0001	GC-01; GC-02; GC-03
Boza, Mario	O0001	GC-01; GC-02; GC-03
Bozzelli, James	O0001	GC-01; GC-02; GC-03
Braband, Taryn	O0001	GC-01; GC-02; GC-03
Bracken, Fay	O0001	GC-01; GC-02; GC-03
Brackstone-Fryer, Karen	O0001	GC-01; GC-02; GC-03
Bradford, Debra	O0001	GC-01; GC-02; GC-03
Bradley, Janet	O0001	GC-01; GC-02; GC-03
Bradley, Cyndi Neus	O0001	GC-01; GC-02; GC-03
Bradley, Jennifer	O0001	GC-01; GC-02; GC-03
Bradley, Kathy	O0001	GC-01; GC-02; GC-03
Bradley, Mark	O0001	GC-01; GC-02; GC-03
Bradshaw, Jane	O0001	GC-01; GC-02; GC-03
Bradshaw, Catherine	O0001	GC-01; GC-02; GC-03
Bradshaw, Elizabeth	O0001	GC-01; GC-02; GC-03
Bradshaw, John	O0001	GC-01; GC-02; GC-03
Bradshaw, Susan	O0001	GC-01; GC-02; GC-03
Brady, Clare	O0001	GC-01; GC-02; GC-03
Brady, Linda	O0001	GC-01; GC-02; GC-03
Brady, Carol	O0001	GC-01; GC-02; GC-03
Bragg, Terry	O0001	GC-01; GC-02; GC-03
Braithwaite, Ruth	O0001	GC-01; GC-02; GC-03
Brajer, Stanley	O0001	GC-01; GC-02; GC-03
Bramblett, Sharon	O0001	GC-01; GC-02; GC-03
Bramlette, Jenny	O0001	GC-01; GC-02; GC-03
Brandes, Michael	O0001	GC-01; GC-02; GC-03
Brandes, Tom	O0001	GC-01; GC-02; GC-03
Brandon, Jennifer	O0001	GC-01; GC-02; GC-03
Brandow, Shanna	O0001	GC-01; GC-02; GC-03
Brandt, Debbie	O0001	GC-01; GC-02; GC-03
Brandwijk, Wilma V.	O0001	GC-01; GC-02; GC-03
Branfman, Judy	O0001	GC-01; GC-02; GC-03
Branham, Barbara	O0001	GC-01; GC-02; GC-03
Branigan, Michael	O0001	GC-01; GC-02; GC-03
Brannigan, Kelly	O0001	GC-01; GC-02; GC-03
Brannon, Elizabeth	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Branse, Dennis	O0001	GC-01; GC-02; GC-03
Branson, Larry	O0001	GC-01; GC-02; GC-03
Braoudakis, Spyros	O0001	GC-01; GC-02; GC-03
Brasaemle, Joan	O0001	GC-01; GC-02; GC-03
Braselton, Amelia	O0001	GC-01; GC-02; GC-03
Brashear, Leslie	O0001	GC-01; GC-02; GC-03
Bratvold, Gretchen	O0001	GC-01; GC-02; GC-03
Braude, Michael	O0001	GC-01; GC-02; GC-03
Braun, C.	O0001	GC-01; GC-02; GC-03
Braunlich, Julie	O0001	GC-01; GC-02; GC-03
Braus, Joseph	O0001	GC-01; GC-02; GC-03
Bravo, Karen	O0001	GC-01; GC-02; GC-03
Bravo, Olympia	O0001	GC-01; GC-02; GC-03
Brazie, Joe	O0001	GC-01; GC-02; GC-03
Brazin, Elaine	O0001	GC-01; GC-02; GC-03
Brazzell, Christine	O0001	GC-01; GC-02; GC-03
Breakfield, Sandra	O0001	GC-01; GC-02; GC-03
Breaux, Janice	O0001	GC-01; GC-02; GC-03
Breckinridge, Lynn	O0001	GC-01; GC-02; GC-03
Bredderman, Paul	O0001	GC-01; GC-02; GC-03
Bredeson, Craig	O0001	GC-01; GC-02; GC-03
Bredow, Cindy	O0001	GC-01; GC-02; GC-03
Breedlove, Elizabeth	O0001	GC-01; GC-02; GC-03
Breedlove, Charlene	O0001	GC-01; GC-02; GC-03
Breeze, Breezi	O0001	GC-01; GC-02; GC-03
Brehm, Lisa	O0001	GC-01; GC-02; GC-03
Breiding, Joan	O0001	GC-01; GC-02; GC-03
Bremigan, Ralph	O0001	GC-01; GC-02; GC-03
Brennan, Kari	O0001	GC-01; GC-02; GC-03
Brennan, Judy	O0001	GC-01; GC-02; GC-03
Brenneman, Marilyn	O0001	GC-01; GC-02; GC-03
Brenneman, Mary Beth	O0001	GC-01; GC-02; GC-03
Brenner, Jared	O0001	GC-01; GC-02; GC-03
Brenner, Carol	O0001	GC-01; GC-02; GC-03
Brent, Jeff	O0001	GC-01; GC-02; GC-03
Brewczak, Chris	O0001	GC-01; GC-02; GC-03
Brewer, Laurel	O0001	GC-01; GC-02; GC-03
Brewer, Suzanne	O0001	GC-01; GC-02; GC-03
Brewer, Bridget	O0001	GC-01; GC-02; GC-03
Brewer, Georgia	O0001	GC-01; GC-02; GC-03
Brewer, John	O0001	GC-01; GC-02; GC-03
Brewster, Doreen	O0001	GC-01; GC-02; GC-03
Breza, Virginia	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Bria, Rosemarie	O0001	GC-01; GC-02; GC-03
Bricker, June	O0001	GC-01; GC-02; GC-03
Briddick, Gary	O0001	GC-01; GC-02; GC-03
Bridges, Linda	O0001	GC-01; GC-02; GC-03
Brien, Ray	O0001	GC-01; GC-02; GC-03
Briggs, William C.	O0001	GC-01; GC-02; GC-03
Briggs, Chris and Patricia	O0001	GC-01; GC-02; GC-03
Brigham, Paul	O0001	GC-01; GC-02; GC-03
Briley, Samantha	O0001	GC-01; GC-02; GC-03
Brimecombe, Lynne	O0001	GC-01; GC-02; GC-03
Brinkley, John	O0001	GC-01; GC-02; GC-03
Brinkley, Ursula	O0001	GC-01; GC-02; GC-03
Brinkman, John	O0001	GC-01; GC-02; GC-03
Brisebois, Elisabeth	O0001	GC-01; GC-02; GC-03
Brisson, Daniel	O0001	GC-01; GC-02; GC-03
Britton, Melissa	O0001	GC-01; GC-02; GC-03
Broches, Alexandra	O0001	GC-01; GC-02; GC-03
Brock, Jeremy	O0001	GC-01; GC-02; GC-03
Brock, Don	O0001	GC-01; GC-02; GC-03
Brockelsby, Barbara	O0001	GC-01; GC-02; GC-03
Brockman, Blaise	O0001	GC-01; GC-02; GC-03
Brockway, Barbara	O0001	GC-01; GC-02; GC-03
Brockway, Greg	O0001	GC-01; GC-02; GC-03
Brooker, Gary	O0001	GC-01; GC-02; GC-03
Brooks, Aspen	O0001	GC-01; GC-02; GC-03
Brooks, Dianne	O0001	GC-01; GC-02; GC-03
Brookshire, Becky	O0001	GC-01; GC-02; GC-03
Brose, Janice	O0001	GC-01; GC-02; GC-03
Brosius, Ann	O0001	GC-01; GC-02; GC-03
Brosius, Robert	O0001	GC-01; GC-02; GC-03
Brothers, Jill	O0001	GC-01; GC-02; GC-03
Brower, Kim	O0001	GC-01; GC-02; GC-03
Brown, Anita	O0001	GC-01; GC-02; GC-03
Brown, Clifford	O0001	GC-01; GC-02; GC-03
Brown, Daniel	O0001	GC-01; GC-02; GC-03
Brown, Deborah	O0001	GC-01; GC-02; GC-03
Brown, Erna	O0001	GC-01; GC-02; GC-03
Brown, Joanna	O0001	GC-01; GC-02; GC-03
Brown, Meaghan	O0001	GC-01; GC-02; GC-03
Brown, Patricia	O0001	GC-01; GC-02; GC-03
Brown, Sanford	O0001	GC-01; GC-02; GC-03
Brown, Susan	O0001	GC-01; GC-02; GC-03
Brown, Barbara	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Brown, Brian	O0001	GC-01; GC-02; GC-03
Brown, Cordale	O0001	GC-01; GC-02; GC-03
Brown, Corrie	O0001	GC-01; GC-02; GC-03
Brown, Damon	O0001	GC-01; GC-02; GC-03
Brown, Deja	O0001	GC-01; GC-02; GC-03
Brown, Denise	O0001	GC-01; GC-02; GC-03
Brown, Diane	O0001	GC-01; GC-02; GC-03
Brown, Duncan	O0001	GC-01; GC-02; GC-03
Brown, Jamie	O0001	GC-01; GC-02; GC-03
Brown, Jay	O0001	GC-01; GC-02; GC-03
Brown, Katherine	O0001	GC-01; GC-02; GC-03
Brown, Leslie Danielle	O0001	GC-01; GC-02; GC-03
Brown, Lisa	O0001	GC-01; GC-02; GC-03
Brown, Margaret	O0001	GC-01; GC-02; GC-03
Brown, Mary	O0001	GC-01; GC-02; GC-03
Brown, Meg	O0001	GC-01; GC-02; GC-03
Brown, Molly	O0001	GC-01; GC-02; GC-03
Brown, Nancy	O0001	GC-01; GC-02; GC-03
Brown, Peggy	O0001	GC-01; GC-02; GC-03
Brown, Robert	O0001	GC-01; GC-02; GC-03
Brown, Sally	O0001	GC-01; GC-02; GC-03
Brown, Shelley	O0001	GC-01; GC-02; GC-03
Brown, Tina	O0001	GC-01; GC-02; GC-03
Brown, Valerie	O0001	GC-01; GC-02; GC-03
Browne, Mary	O0001	GC-01; GC-02; GC-03
Brownlee, Cathy	O0001	GC-01; GC-02; GC-03
Brown-Ridley, Deb	O0001	GC-01; GC-02; GC-03
Brownrigg, Sarah	O0001	GC-01; GC-02; GC-03
Bruce, Edie	O0001	GC-01; GC-02; GC-03
Bruce, Harold	O0001	GC-01; GC-02; GC-03
Bruce, Neville	O0001	GC-01; GC-02; GC-03
Bruce, Debra	O0001	GC-01; GC-02; GC-03
Brucksch, Marilyn	O0001	GC-01; GC-02; GC-03
Brueckner, Stephanie	O0001	GC-01; GC-02; GC-03
Brukner, Barbara	O0001	GC-01; GC-02; GC-03
Brummett, William	O0001	GC-01; GC-02; GC-03
Brun, Leland	O0001	GC-01; GC-02; GC-03
Brun, Nancy	O0001	GC-01; GC-02; GC-03
Bruno, Jill	O0001	GC-01; GC-02; GC-03
Brusnitsina, Svetlana	O0001	GC-01; GC-02; GC-03
Bryan Jr., Sam	O0001	GC-01; GC-02; GC-03
Bryan, Karol	O0001	GC-01; GC-02; GC-03
Bryan, Jamie	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Bryant, Danielle	O0001	GC-01; GC-02; GC-03
Bryant, Anita	O0001	GC-01; GC-02; GC-03
Bryant, Elizabeth	O0001	GC-01; GC-02; GC-03
Bryce, Bill	O0001	GC-01; GC-02; GC-03
Bryce, Jacqueline	O0001	GC-01; GC-02; GC-03
Bryson, Melissa	O0001	GC-01; GC-02; GC-03
Bublin, Harry	O0001	GC-01; GC-02; GC-03
Buck, Mary Lou	O0001	GC-01; GC-02; GC-03
Buckley, Elizabeth	O0001	GC-01; GC-02; GC-03
Bucko, Irene	O0001	GC-01; GC-02; GC-03
Bucolo, James	O0001	GC-01; GC-02; GC-03
Buda, Anthony	O0001	GC-01; GC-02; GC-03
Buda, Janet	O0001	GC-01; GC-02; GC-03
Budin, Ilene	O0001	GC-01; GC-02; GC-03
Budington, Joie	O0001	GC-01; GC-02; GC-03
Budnik, Bradley	O0001	GC-01; GC-02; GC-03
Buelna-Pastor, Jean	O0001	GC-01; GC-02; GC-03
Bulava, Jennifer	O0001	GC-01; GC-02; GC-03
Bullock, Louise	O0001	GC-01; GC-02; GC-03
Bullock, Tammy	O0001	GC-01; GC-02; GC-03
Bumgarner, James	O0001	GC-01; GC-02; GC-03
Bunch, Eugene	O0001	GC-01; GC-02; GC-03
Bunch, Laurie	O0001	GC-01; GC-02; GC-03
Bunn, Karen	O0001	GC-01; GC-02; GC-03
Bunner, Chris	O0001	GC-01; GC-02; GC-03
Burak, Pauline	O0001	GC-01; GC-02; GC-03
Burch, Karen	O0001	GC-01; GC-02; GC-03
Burch, Kathy	O0001	GC-01; GC-02; GC-03
Burciaga, Julie	O0001	GC-01; GC-02; GC-03
Burdick, Connie	O0001	GC-01; GC-02; GC-03
Burga, Shirley	O0001	GC-01; GC-02; GC-03
Burgan, Renee	O0001	GC-01; GC-02; GC-03
Burge, Sharon	O0001	GC-01; GC-02; GC-03
Burger, Elizabeth	O0001	GC-01; GC-02; GC-03
Burger, Nancy	O0001	GC-01; GC-02; GC-03
Burger, Ryan	O0001	GC-01; GC-02; GC-03
Burger, Wolfgang	O0001	GC-01; GC-02; GC-03
Burgess, Szu	O0001	GC-01; GC-02; GC-03
Burgess, S.	O0001	GC-01; GC-02; GC-03
Burgin, Carolyn	O0001	GC-01; GC-02; GC-03
Burgoyne, Nancy	O0001	GC-01; GC-02; GC-03
Burk, Robert	O0001	GC-01; GC-02; GC-03
Burke, Maureen	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Burke, Jennifer	O0001	GC-01; GC-02; GC-03
Burkhardt, Kerry	O0001	GC-01; GC-02; GC-03
Burko, Shayna	O0001	GC-01; GC-02; GC-03
Burks, Connie	O0001	GC-01; GC-02; GC-03
Burks, Jess	O0001	GC-01; GC-02; GC-03
Burks, Robert	O0001	GC-01; GC-02; GC-03
Burman, Ruth	O0001	GC-01; GC-02; GC-03
Burmeister, Peggy	O0001	GC-01; GC-02; GC-03
Burmester, Rebecca	O0001	GC-01; GC-02; GC-03
Burnash, George	O0001	GC-01; GC-02; GC-03
Burnett, Rebecca	O0001	GC-01; GC-02; GC-03
Burns, Charlie	O0001	GC-01; GC-02; GC-03
Burns, Gail	O0001	GC-01; GC-02; GC-03
Burns, Margaret M.	O0001	GC-01; GC-02; GC-03
Burns, Nancy	O0001	GC-01; GC-02; GC-03
Burns, Laurel	O0001	GC-01; GC-02; GC-03
Burns, Rebecca	O0001	GC-01; GC-02; GC-03
Burns, Robert	O0001	GC-01; GC-02; GC-03
Burns, Vicki	O0001	GC-01; GC-02; GC-03
Burns, Vikki	O0001	GC-01; GC-02; GC-03
Burns-Walters, Jacqueline	O0001	GC-01; GC-02; GC-03
Burpo, Leslie	O0001	GC-01; GC-02; GC-03
Burroughs, Vincent	O0001	GC-01; GC-02; GC-03
Burrows, Donna	O0001	GC-01; GC-02; GC-03
Burson, Christopher	O0001	GC-01; GC-02; GC-03
Burtis, Susanne	O0001	GC-01; GC-02; GC-03
Burton, Martha	O0001	GC-01; GC-02; GC-03
Burton, Jordan	O0001	GC-01; GC-02; GC-03
Burton, Pat	O0001	GC-01; GC-02; GC-03
Burton, Vic	O0001	GC-01; GC-02; GC-03
Burval, Peter	O0001	GC-01; GC-02; GC-03
Busacco, Jeanne	O0001	GC-01; GC-02; GC-03
Busani, Elena	O0001	GC-01; GC-02; GC-03
Buscemi, Donna	O0001	GC-01; GC-02; GC-03
Buschena, Cindy	O0001	GC-01; GC-02; GC-03
Bush, Chris	O0001	GC-01; GC-02; GC-03
Bush, Claire	O0001	GC-01; GC-02; GC-03
Bush, Elizabeth	O0001	GC-01; GC-02; GC-03
Bush, Julie	O0001	GC-01; GC-02; GC-03
Bush, Nancy	O0001	GC-01; GC-02; GC-03
Bush, Veronica	O0001	GC-01; GC-02; GC-03
Bushbaum, Alan	O0001	GC-01; GC-02; GC-03
Busher, Sharmayne	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Bushnell, Martha W.D.	O0001	GC-01; GC-02; GC-03
Bushway, Catherine T.	O0001	GC-01; GC-02; GC-03
Bushyhead, Dale	O0001	GC-01; GC-02; GC-03
Busnach, Nadine	O0001	GC-01; GC-02; GC-03
Bussard, Thomas	O0001	GC-01; GC-02; GC-03
Busse, Kenneth	O0001	GC-01; GC-02; GC-03
Bussell, Jean	O0001	GC-01; GC-02; GC-03
Busterna, Rosemary	O0001	GC-01; GC-02; GC-03
Butkiewicz, Mike	O0001	GC-01; GC-02; GC-03
Butler, Jane	O0001	GC-01; GC-02; GC-03
Butler, Nancy	O0001	GC-01; GC-02; GC-03
Butler, Sam	O0001	GC-01; GC-02; GC-03
Butler, Amber	O0001	GC-01; GC-02; GC-03
Butler, Jonny	O0001	GC-01; GC-02; GC-03
Butler, Mary Jo	O0001	GC-01; GC-02; GC-03
Butler, Rich	O0001	GC-01; GC-02; GC-03
Butler, William	O0001	GC-01; GC-02; GC-03
Butt, Kate	O0001	GC-01; GC-02; GC-03
Button, Graham	O0001	GC-01; GC-02; GC-03
Button, Pat	O0001	GC-01; GC-02; GC-03
Buxton, Mary	O0001	GC-01; GC-02; GC-03
Buxton, Edith	O0001	GC-01; GC-02; GC-03
Buydos, Geary	O0001	GC-01; GC-02; GC-03
Byers, Sharon	O0001	GC-01; GC-02; GC-03
Byington, Maryanne	O0001	GC-01; GC-02; GC-03
Bylsma, Connie	O0001	GC-01; GC-02; GC-03
Byrd, Bonnie	O0001	GC-01; GC-02; GC-03
Byrd, Darlene	O0001	GC-01; GC-02; GC-03
Byrne, Elaine	O0001	GC-01; GC-02; GC-03
Byrne, Barbara	O0001	GC-01; GC-02; GC-03
Byrum, Nancy	O0001	GC-01; GC-02; GC-03
Bywater-Hoather, Sandra	O0001	GC-01; GC-02; GC-03
Bywaters, Lynn	O0001	GC-01; GC-02; GC-03
C., Lynne	O0001	GC-01; GC-02; GC-03
C., Animae	O0001	GC-01; GC-02; GC-03
C., Shirley	O0001	GC-01; GC-02; GC-03
C.P.	O0001	GC-01; GC-02; GC-03
C.T.	O0001	GC-01; GC-02; GC-03
Cabana, Barbara	O0001	GC-01; GC-02; GC-03
Cabanban, Linda	O0001	GC-01; GC-02; GC-03
Cabrera, Veronica	O0001	GC-01; GC-02; GC-03
Cadaxa, Maria	O0001	GC-01; GC-02; GC-03
Coffee, Diane	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Cagey, Sharon	O0001	GC-01; GC-02; GC-03
Cagle, Mark	O0001	GC-01; GC-02; GC-03
Cahill, Eugene	O0001	GC-01; GC-02; GC-03
Caiazzo, Joan	O0001	GC-01; GC-02; GC-03
Cain, Tamara	O0001	GC-01; GC-02; GC-03
Cairns, John	O0001	GC-01; GC-02; GC-03
Calabrese, Elaina	O0001	GC-01; GC-02; GC-03
Calabrese, John	O0001	GC-01; GC-02; GC-03
Calabro, Kyle	O0001	GC-01; GC-02; GC-03
Calais, Angela	O0001	GC-01; GC-02; GC-03
Calapai, Jean	O0001	GC-01; GC-02; GC-03
Calcara, Jennifer	O0001	GC-01; GC-02; GC-03
Calderon, Edye	O0001	GC-01; GC-02; GC-03
Calderwood, Donald	O0001	GC-01; GC-02; GC-03
Caldwell, Kaci	O0001	GC-01; GC-02; GC-03
Caldwell, Scarlett	O0001	GC-01; GC-02; GC-03
Calhoun, Jerry	O0001	GC-01; GC-02; GC-03
Calhoun, Sandy	O0001	GC-01; GC-02; GC-03
Caliva, James	O0001	GC-01; GC-02; GC-03
Calkins, Cynthia	O0001	GC-01; GC-02; GC-03
Calvisi, Ronald	O0001	GC-01; GC-02; GC-03
Camargo, Jimmy	O0001	GC-01; GC-02; GC-03
Camero, Luis	O0001	GC-01; GC-02; GC-03
Camp, Linda	O0001	GC-01; GC-02; GC-03
Camp, David	O0001	GC-01; GC-02; GC-03
Camp, Mike	O0001	GC-01; GC-02; GC-03
Campbell, Anne	O0001	GC-01; GC-02; GC-03
Campbell, Joni	O0001	GC-01; GC-02; GC-03
Campbell, Allan	O0001	GC-01; GC-02; GC-03
Campbell, Landon	O0001	GC-01; GC-02; GC-03
Campbell, Susan	O0001	GC-01; GC-02; GC-03
Campo, Karen	O0001	GC-01; GC-02; GC-03
Campolettano, Marilyn	O0001	GC-01; GC-02; GC-03
Campos, Ursula	O0001	GC-01; GC-02; GC-03
Camus, Nathalie	O0001	GC-01; GC-02; GC-03
Canada II, Riley	O0001	GC-01; GC-02; GC-03
Canada, Lea	O0001	GC-01; GC-02; GC-03
Canarsky, Maurine	O0001	GC-01; GC-02; GC-03
Candelario, Eva	O0001	GC-01; GC-02; GC-03
Candiotti, Marie	O0001	GC-01; GC-02; GC-03
Canetta, S.	O0001	GC-01; GC-02; GC-03
Canning, Lisa	O0001	GC-01; GC-02; GC-03
Canning, Tom	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Canny, Brian	O0001	GC-01; GC-02; GC-03
Canto, Har	O0001	GC-01; GC-02; GC-03
Cantrell, Dan	O0001	GC-01; GC-02; GC-03
Cantrell, Gail	O0001	GC-01; GC-02; GC-03
Cantrell, Harold	O0001	GC-01; GC-02; GC-03
Cantu, Roel	O0001	GC-01; GC-02; GC-03
Cantu, Eva	O0001	GC-01; GC-02; GC-03
Cantu, Sonia	O0001	GC-01; GC-02; GC-03
Canzanelli, Lisa	O0001	GC-01; GC-02; GC-03
Caolo, Rosemary	O0001	GC-01; GC-02; GC-03
Caploe, Fred	O0001	GC-01; GC-02; GC-03
Capowich, Suzanne	O0001	GC-01; GC-02; GC-03
Capp, Cara	O0001	GC-01; GC-02; GC-03
Capps, Christel	O0001	GC-01; GC-02; GC-03
Caprio, Valeri	O0001	GC-01; GC-02; GC-03
Capstick, Hilary	O0001	GC-01; GC-02; GC-03
Caputo, Michael	O0001	GC-01; GC-02; GC-03
Caralla, Alyssa	O0001	GC-01; GC-02; GC-03
Caramanna, Vivian	O0001	GC-01; GC-02; GC-03
Carbone, Carole	O0001	GC-01; GC-02; GC-03
Carbone, Desiree	O0001	GC-01; GC-02; GC-03
Cardella, Sylvia	O0001	GC-01; GC-02; GC-03
Carder-Jackson, Sharon	O0001	GC-01; GC-02; GC-03
Cardiff, Edith	O0001	GC-01; GC-02; GC-03
Cardwell, Paul	O0001	GC-01; GC-02; GC-03
Cardwell, Janet	O0001	GC-01; GC-02; GC-03
Care, Debra	O0001	GC-01; GC-02; GC-03
Carey, Rebecca	O0001	GC-01; GC-02; GC-03
Carey, Rachel	O0001	GC-01; GC-02; GC-03
Carey, Susan	O0001	GC-01; GC-02; GC-03
Carey-Kearney, David	O0001	GC-01; GC-02; GC-03
Cargman, Jared	O0001	GC-01; GC-02; GC-03
Cariglia, Renee	O0001	GC-01; GC-02; GC-03
Carl, Jane	O0001	GC-01; GC-02; GC-03
Carleo, Elena	O0001	GC-01; GC-02; GC-03
Carlin, Marianne	O0001	GC-01; GC-02; GC-03
Carlini-Davis, Elaine	O0001	GC-01; GC-02; GC-03
Carlisle, Julie	O0001	GC-01; GC-02; GC-03
Carlisle, Shelley	O0001	GC-01; GC-02; GC-03
Carlson, Bill	O0001	GC-01; GC-02; GC-03
Carlson, Cheri	O0001	GC-01; GC-02; GC-03
Carlson, Christine	O0001	GC-01; GC-02; GC-03
Carlson, Susan	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Carlson, Allen	O0001	GC-01; GC-02; GC-03
Carlson, Everett	O0001	GC-01; GC-02; GC-03
Carlson, Joan	O0001	GC-01; GC-02; GC-03
Carlson, Robin	O0001	GC-01; GC-02; GC-03
Carlson, Sharon	O0001	GC-01; GC-02; GC-03
Carlton, Thomas	O0001	GC-01; GC-02; GC-03
Carlton, Jean	O0001	GC-01; GC-02; GC-03
Carmack, David	O0001	GC-01; GC-02; GC-03
Carmen, William	O0001	GC-01; GC-02; GC-03
Carmichael, Erin	O0001	GC-01; GC-02; GC-03
Carmichael, Linda	O0001	GC-01; GC-02; GC-03
Carney, Linda	O0001	GC-01; GC-02; GC-03
Carollo-Zeuner, Christine	O0001	GC-01; GC-02; GC-03
Carpenter, Dale	O0001	GC-01; GC-02; GC-03
Carpenter, Carol	O0001	GC-01; GC-02; GC-03
Carpenter, Marshall	O0001	GC-01; GC-02; GC-03
Carpenter, Nate	O0001	GC-01; GC-02; GC-03
Carpenter, Regina	O0001	GC-01; GC-02; GC-03
Carpenter, Warren	O0001	GC-01; GC-02; GC-03
Carpentier, J. William	O0001	GC-01; GC-02; GC-03
Carr, Hope	O0001	GC-01; GC-02; GC-03
Carr, Barbara	O0001	GC-01; GC-02; GC-03
Carr, D.	O0001	GC-01; GC-02; GC-03
Carr, Donna	O0001	GC-01; GC-02; GC-03
Carr, Gaile	O0001	GC-01; GC-02; GC-03
Carr, Roger	O0001	GC-01; GC-02; GC-03
Carr, Sarah	O0001	GC-01; GC-02; GC-03
Carraway, Coralie	O0001	GC-01; GC-02; GC-03
Carrell, Michele	O0001	GC-01; GC-02; GC-03
Carrico, John	O0001	GC-01; GC-02; GC-03
Carrier, Paula	O0001	GC-01; GC-02; GC-03
Carringer, Nancy	O0001	GC-01; GC-02; GC-03
Carrington, Martha	O0001	GC-01; GC-02; GC-03
Carrion, Yahaira	O0001	GC-01; GC-02; GC-03
Carroll, Kevin	O0001	GC-01; GC-02; GC-03
Carroll, Colleen	O0001	GC-01; GC-02; GC-03
Carroll, Jackie	O0001	GC-01; GC-02; GC-03
Carroll, John	O0001	GC-01; GC-02; GC-03
Carroll, Kathryn	O0001	GC-01; GC-02; GC-03
Carroll, Niall	O0001	GC-01; GC-02; GC-03
Carroll, Rob	O0001	GC-01; GC-02; GC-03
Carse, Marilyn	O0001	GC-01; GC-02; GC-03
Carson, Jennifer	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Carson, Krista	O0001	GC-01; GC-02; GC-03
Carson, Marjorie	O0001	GC-01; GC-02; GC-03
Carstarphen, Kristin	O0001	GC-01; GC-02; GC-03
Cartabona, Nicholas	O0001	GC-01; GC-02; GC-03
Carter, Alan	O0001	GC-01; GC-02; GC-03
Carter, Ashley	O0001	GC-01; GC-02; GC-03
Carter, Marietta	O0001	GC-01; GC-02; GC-03
Carter, Meg	O0001	GC-01; GC-02; GC-03
Carter, Rob	O0001	GC-01; GC-02; GC-03
Carter, Brenda	O0001	GC-01; GC-02; GC-03
Carter, David M.	O0001	GC-01; GC-02; GC-03
Carter, Donna	O0001	GC-01; GC-02; GC-03
Carter, Janet	O0001	GC-01; GC-02; GC-03
Carter, Michelle	O0001	GC-01; GC-02; GC-03
Carter, Ronald	O0001	GC-01; GC-02; GC-03
Carton, Rosemary	O0001	GC-01; GC-02; GC-03
Cartwright, Barbara	O0001	GC-01; GC-02; GC-03
Caruso, R.	O0001	GC-01; GC-02; GC-03
Casaday, Garth	O0001	GC-01; GC-02; GC-03
Casanova, Elizabeth	O0001	GC-01; GC-02; GC-03
Casarett, Vicki	O0001	GC-01; GC-02; GC-03
Case, Karen	O0001	GC-01; GC-02; GC-03
Cash, Donna	O0001	GC-01; GC-02; GC-03
Cashman, Sharon	O0001	GC-01; GC-02; GC-03
Caso, Mark	O0001	GC-01; GC-02; GC-03
Casper, Julia	O0001	GC-01; GC-02; GC-03
Casper, Sarah	O0001	GC-01; GC-02; GC-03
Casper, Charles	O0001	GC-01; GC-02; GC-03
Cassel, Patrick	O0001	GC-01; GC-02; GC-03
Cassel, Candice	O0001	GC-01; GC-02; GC-03
Cassel, Debra	O0001	GC-01; GC-02; GC-03
Cassel, John	O0001	GC-01; GC-02; GC-03
Casselberry, Jo	O0001	GC-01; GC-02; GC-03
Castaneda, Olga	O0001	GC-01; GC-02; GC-03
Castaneda-Mendez, Kicab	O0001	GC-01; GC-02; GC-03
Castelli-Hill, Susan	O0001	GC-01; GC-02; GC-03
Castle, Charles	O0001	GC-01; GC-02; GC-03
Castner, Rebecc	O0001	GC-01; GC-02; GC-03
Castro, Kari	O0001	GC-01; GC-02; GC-03
Castro, Gabriela	O0001	GC-01; GC-02; GC-03
Castro, Greg	O0001	GC-01; GC-02; GC-03
Casty, Alan	O0001	GC-01; GC-02; GC-03
Catala, Pierre	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Catania, Joseph	O0001	GC-01; GC-02; GC-03
Cate, Constance	O0001	GC-01; GC-02; GC-03
Catherine, John	O0001	GC-01; GC-02; GC-03
Cathey, Margaret	O0001	GC-01; GC-02; GC-03
Catlin, Linda	O0001	GC-01; GC-02; GC-03
Catone, Deb	O0001	GC-01; GC-02; GC-03
Catron, Cherly	O0001	GC-01; GC-02; GC-03
Catron, C.	O0001	GC-01; GC-02; GC-03
Cattell, June	O0001	GC-01; GC-02; GC-03
Caudill, Larry	O0001	GC-01; GC-02; GC-03
Caudill, Lindsey	O0001	GC-01; GC-02; GC-03
Caudle, James	O0001	GC-01; GC-02; GC-03
Cave, William	O0001	GC-01; GC-02; GC-03
Cavin, Ron	O0001	GC-01; GC-02; GC-03
Cavlina, Danny	O0001	GC-01; GC-02; GC-03
Cecere, Susan	O0001	GC-01; GC-02; GC-03
Cedillo, Berenice	O0001	GC-01; GC-02; GC-03
Celli, Eli	O0001	GC-01; GC-02; GC-03
Cerio, Donna	O0001	GC-01; GC-02; GC-03
Cerny, Jayne	O0001	GC-01; GC-02; GC-03
Cesnik, Michael	O0001	GC-01; GC-02; GC-03
Chacich, Elizabeth	O0001	GC-01; GC-02; GC-03
Chadwin, Holly	O0001	GC-01; GC-02; GC-03
Chaffee, Shon	O0001	GC-01; GC-02; GC-03
Chaffin, Claudia	O0001	GC-01; GC-02; GC-03
Chalden, Claudia	O0001	GC-01; GC-02; GC-03
Chalfen, Karen	O0001	GC-01; GC-02; GC-03
Chambadal, Phil	O0001	GC-01; GC-02; GC-03
Chambers, Claire	O0001	GC-01; GC-02; GC-03
Chambers, Nola	O0001	GC-01; GC-02; GC-03
Champagne, Valerie	O0001	GC-01; GC-02; GC-03
Chan, Catherine	O0001	GC-01; GC-02; GC-03
Chan, David	O0001	GC-01; GC-02; GC-03
Chandler, Carolyn	O0001	GC-01; GC-02; GC-03
Chandler, Kimberly	O0001	GC-01; GC-02; GC-03
Chandley, Bev	O0001	GC-01; GC-02; GC-03
Chandranatha, Rakesh	O0001	GC-01; GC-02; GC-03
Chaney, David	O0001	GC-01; GC-02; GC-03
Chaney, Susie	O0001	GC-01; GC-02; GC-03
Chapman, Peter	O0001	GC-01; GC-02; GC-03
Chapman, Jo	O0001	GC-01; GC-02; GC-03
Chapman, Marjorie	O0001	GC-01; GC-02; GC-03
Charbonneau, Terry	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Chard, John	O0001	GC-01; GC-02; GC-03
Charles, Jonathan	O0001	GC-01; GC-02; GC-03
Charles, Brenda	O0001	GC-01; GC-02; GC-03
Charlesworth, Doug	O0001	GC-01; GC-02; GC-03
Charron, Anik	O0001	GC-01; GC-02; GC-03
Chartier, Irene	O0001	GC-01; GC-02; GC-03
Chartier, Michele	O0001	GC-01; GC-02; GC-03
Chase, Marta	O0001	GC-01; GC-02; GC-03
Chase, Felicia	O0001	GC-01; GC-02; GC-03
Chase, Jayni	O0001	GC-01; GC-02; GC-03
Chase, Linda	O0001	GC-01; GC-02; GC-03
Chase, Pamela	O0001	GC-01; GC-02; GC-03
Chatis, Corey	O0001	GC-01; GC-02; GC-03
Chava, Raja	O0001	GC-01; GC-02; GC-03
Chaves, Wanda	O0001	GC-01; GC-02; GC-03
Chavez, Arlene	O0001	GC-01; GC-02; GC-03
Chea, Allison	O0001	GC-01; GC-02; GC-03
Cheema, Misha	O0001	GC-01; GC-02; GC-03
Cheesman, Jean	O0001	GC-01; GC-02; GC-03
Cheffi, Gisele	O0001	GC-01; GC-02; GC-03
Cheitlin, Melvin	O0001	GC-01; GC-02; GC-03
Chen, Allan	O0001	GC-01; GC-02; GC-03
Chen, Serena	O0001	GC-01; GC-02; GC-03
Chennault, Raye	O0001	GC-01; GC-02; GC-03
Cherubin, Elizabeth	O0001	GC-01; GC-02; GC-03
Chesley, Sharon	O0001	GC-01; GC-02; GC-03
Chester, Celeste	O0001	GC-01; GC-02; GC-03
Chewning, Debbie	O0001	GC-01; GC-02; GC-03
Chiango, Carmen	O0001	GC-01; GC-02; GC-03
Chiavario, Lynda	O0001	GC-01; GC-02; GC-03
Chic, Cindy	O0001	GC-01; GC-02; GC-03
Chicklas, Lewis	O0001	GC-01; GC-02; GC-03
Child, Katrina	O0001	GC-01; GC-02; GC-03
Childers, Judy	O0001	GC-01; GC-02; GC-03
Childers, Deborah	O0001	GC-01; GC-02; GC-03
Childers, Jennifer	O0001	GC-01; GC-02; GC-03
Chill, Deborah Lee	O0001	GC-01; GC-02; GC-03
Chinnis, Rusty	O0001	GC-01; GC-02; GC-03
Chintala, Ann Marie	O0001	GC-01; GC-02; GC-03
Chipman, Pamela	O0001	GC-01; GC-02; GC-03
Chippi, Kathleen	O0001	GC-01; GC-02; GC-03
Chisholm, Angell	O0001	GC-01; GC-02; GC-03
Chisholm, Holly	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Chitto, Elizabeth Rota	O0001	GC-01; GC-02; GC-03
Chivan, Susanna	O0001	GC-01; GC-02; GC-03
Choate, Robin	O0001	GC-01; GC-02; GC-03
Choi, R. Leslie	O0001	GC-01; GC-02; GC-03
Cholewa, Mitch	O0001	GC-01; GC-02; GC-03
Cholmar, Sidney	O0001	GC-01; GC-02; GC-03
Chorba, Louis	O0001	GC-01; GC-02; GC-03
Choy, Mel Cup	O0001	GC-01; GC-02; GC-03
Chrisman, Wendy	O0001	GC-01; GC-02; GC-03
Christensen, Gail	O0001	GC-01; GC-02; GC-03
Christensen, Freya	O0001	GC-01; GC-02; GC-03
Christensen, Walter	O0001	GC-01; GC-02; GC-03
Christenson, Thomas	O0001	GC-01; GC-02; GC-03
Christian, Kathryn	O0001	GC-01; GC-02; GC-03
Christian, Linds	O0001	GC-01; GC-02; GC-03
Christiana, Dave	O0001	GC-01; GC-02; GC-03
Christman, Gilbert	O0001	GC-01; GC-02; GC-03
Christo, Jeffrey	O0001	GC-01; GC-02; GC-03
Christoff, Stephanie	O0001	GC-01; GC-02; GC-03
Christopher, Bruce	O0001	GC-01; GC-02; GC-03
Christy, Cheryl	O0001	GC-01; GC-02; GC-03
Chu, Charleen	O0001	GC-01; GC-02; GC-03
Chung, Winnie	O0001	GC-01; GC-02; GC-03
Chung, Linda	O0001	GC-01; GC-02; GC-03
Church, Cassandra	O0001	GC-01; GC-02; GC-03
Chyba, Mike	O0001	GC-01; GC-02; GC-03
Cibellis, Tamara	O0001	GC-01; GC-02; GC-03
Cibery, John	O0001	GC-01; GC-02; GC-03
Cilione VetPatriot, Bruno	O0001	GC-01; GC-02; GC-03
Cimino, Maryrose	O0001	GC-01; GC-02; GC-03
Cinovec, Beverly	O0001	GC-01; GC-02; GC-03
Cipoletti, Joy	O0001	GC-01; GC-02; GC-03
Claggett, Suzanne	O0001	GC-01; GC-02; GC-03
Claps, Michael	O0001	GC-01; GC-02; GC-03
Clark, Angela	O0001	GC-01; GC-02; GC-03
Clark, Helen	O0001	GC-01; GC-02; GC-03
Clark, Kathleen	O0001	GC-01; GC-02; GC-03
Clark, Maxine	O0001	GC-01; GC-02; GC-03
Clark, Rebecca	O0001	GC-01; GC-02; GC-03
Clark, Sarah	O0001	GC-01; GC-02; GC-03
Clark, Sueanne	O0001	GC-01; GC-02; GC-03
Clark, Tammy	O0001	GC-01; GC-02; GC-03
Clark, Todd	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Clark, Alice	O0001	GC-01; GC-02; GC-03
Clark, C.M.	O0001	GC-01; GC-02; GC-03
Clark, Carolyn	O0001	GC-01; GC-02; GC-03
Clark, Craig	O0001	GC-01; GC-02; GC-03
Clark, Jean	O0001	GC-01; GC-02; GC-03
Clark, Joseph	O0001	GC-01; GC-02; GC-03
Clark, Marilyn	O0001	GC-01; GC-02; GC-03
Clark, Morgan	O0001	GC-01; GC-02; GC-03
Clark, Roger	O0001	GC-01; GC-02; GC-03
Clark, Scott	O0001	GC-01; GC-02; GC-03
Clark, Sharon	O0001	GC-01; GC-02; GC-03
Clark, Steph	O0001	GC-01; GC-02; GC-03
Clark, Susan	O0001	GC-01; GC-02; GC-03
Clarke, Rita	O0001	GC-01; GC-02; GC-03
Clarke, Robert	O0001	GC-01; GC-02; GC-03
Clarke, Bob	O0001	GC-01; GC-02; GC-03
Clarke, Rosalee	O0001	GC-01; GC-02; GC-03
Clark-Johnson, Andrea	O0001	GC-01; GC-02; GC-03
Clasemann, Joel	O0001	GC-01; GC-02; GC-03
Claus, Carol	O0001	GC-01; GC-02; GC-03
Clausing, Melinda	O0001	GC-01; GC-02; GC-03
Claytor, Patricia	O0001	GC-01; GC-02; GC-03
Clearwater, Jenny	O0001	GC-01; GC-02; GC-03
Cleary, Colleen	O0001	GC-01; GC-02; GC-03
Cleary, Karen and Will Lozow	O0001	GC-01; GC-02; GC-03
Cleaves, Robyn	O0001	GC-01; GC-02; GC-03
Clemens, Brittany	O0001	GC-01; GC-02; GC-03
Clendenen, Gail	O0001	GC-01; GC-02; GC-03
Clevan, Heidi	O0001	GC-01; GC-02; GC-03
Clewell, Gregory A.	O0001	GC-01; GC-02; GC-03
Clewett, Barbara	O0001	GC-01; GC-02; GC-03
Cliff-Handy, Robyn	O0001	GC-01; GC-02; GC-03
Clifford, William	O0001	GC-01; GC-02; GC-03
Clifford, Robb	O0001	GC-01; GC-02; GC-03
Clifton, Catherine	O0001	GC-01; GC-02; GC-03
Cline, Catherine	O0001	GC-01; GC-02; GC-03
Cline, Cheri	O0001	GC-01; GC-02; GC-03
Cline, Jennifer	O0001	GC-01; GC-02; GC-03
Cline, Terry	O0001	GC-01; GC-02; GC-03
Clossen, Susan	O0001	GC-01; GC-02; GC-03
Cloud, Whitney	O0001	GC-01; GC-02; GC-03
Cloud, Jarrett	O0001	GC-01; GC-02; GC-03
Cloud, Michael	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Clower, Kimberly	O0001	GC-01; GC-02; GC-03
Clusen, Charles	O0001	GC-01; GC-02; GC-03
Coachbuilder, Deenaz	O0001	GC-01; GC-02; GC-03
Coats, Chris	O0001	GC-01; GC-02; GC-03
Cobb, Janet	O0001	GC-01; GC-02; GC-03
Cobb, Sandra	O0001	GC-01; GC-02; GC-03
Cobb, Margaret	O0001	GC-01; GC-02; GC-03
Cobb, Robert	O0001	GC-01; GC-02; GC-03
Cobert, Michelle	O0001	GC-01; GC-02; GC-03
Coble, Darren	O0001	GC-01; GC-02; GC-03
Cobleigh, Susan	O0001	GC-01; GC-02; GC-03
Cocco, Brian	O0001	GC-01; GC-02; GC-03
Cochran, Katherine	O0001	GC-01; GC-02; GC-03
Cochrane, Barbara	O0001	GC-01; GC-02; GC-03
Coder, Carolyn	O0001	GC-01; GC-02; GC-03
Coelho, Shirley Jane	O0001	GC-01; GC-02; GC-03
Coen, Robert	O0001	GC-01; GC-02; GC-03
Coen, Susan	O0001	GC-01; GC-02; GC-03
Coffin, Audrey	O0001	GC-01; GC-02; GC-03
Cohen, Elaine	O0001	GC-01; GC-02; GC-03
Cohen, Syd	O0001	GC-01; GC-02; GC-03
Cohen, Arleen	O0001	GC-01; GC-02; GC-03
Cohen, Asher	O0001	GC-01; GC-02; GC-03
Cohen, Elihu	O0001	GC-01; GC-02; GC-03
Cohen, Harriet	O0001	GC-01; GC-02; GC-03
Cohen, Joanne	O0001	GC-01; GC-02; GC-03
Cohen, Judith	O0001	GC-01; GC-02; GC-03
Cohen, Judy Ann	O0001	GC-01; GC-02; GC-03
Cohen, Paul	O0001	GC-01; GC-02; GC-03
Cohen, Tova	O0001	GC-01; GC-02; GC-03
Cohen-Glinick, Gabriel	O0001	GC-01; GC-02; GC-03
Cohick, Melanie	O0001	GC-01; GC-02; GC-03
Cohn, Robert	O0001	GC-01; GC-02; GC-03
Cohnen, Marvin	O0001	GC-01; GC-02; GC-03
Coke, Alleen-Marie	O0001	GC-01; GC-02; GC-03
Colangelo, Annapoorne	O0001	GC-01; GC-02; GC-03
Colatosti, Ryan	O0001	GC-01; GC-02; GC-03
Cole, Harry	O0001	GC-01; GC-02; GC-03
Cole, Linc	O0001	GC-01; GC-02; GC-03
Cole, Tracy	O0001	GC-01; GC-02; GC-03
Cole, Angela	O0001	GC-01; GC-02; GC-03
Cole, Dan	O0001	GC-01; GC-02; GC-03
Coleman, Robin	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Coles, Lynne	O0001	GC-01; GC-02; GC-03
Coles, Nathan	O0001	GC-01; GC-02; GC-03
Collar, Michelle	O0001	GC-01; GC-02; GC-03
Collazo, Arnaldo	O0001	GC-01; GC-02; GC-03
Collazo, Sandra	O0001	GC-01; GC-02; GC-03
Colley, Belinda	O0001	GC-01; GC-02; GC-03
Collick, Shawn	O0001	GC-01; GC-02; GC-03
Collier, Ralph	O0001	GC-01; GC-02; GC-03
Collier, Don	O0001	GC-01; GC-02; GC-03
Collier, Janet	O0001	GC-01; GC-02; GC-03
Collier, Jenny	O0001	GC-01; GC-02; GC-03
Collins, Carol	O0001	GC-01; GC-02; GC-03
Collins, Karen	O0001	GC-01; GC-02; GC-03
Collins, Karen A.	O0001	GC-01; GC-02; GC-03
Collins, Valerie	O0001	GC-01; GC-02; GC-03
Collins, Richard	O0001	GC-01; GC-02; GC-03
Colon, Carlos	O0001	GC-01; GC-02; GC-03
Colonna, Peggy	O0001	GC-01; GC-02; GC-03
Colson, Rosemary	O0001	GC-01; GC-02; GC-03
Colston, Laura	O0001	GC-01; GC-02; GC-03
Colton, Kathy	O0001	GC-01; GC-02; GC-03
Colton, Cammy	O0001	GC-01; GC-02; GC-03
Columbo-Meardon, Eleanor	O0001	GC-01; GC-02; GC-03
Colvin, Margaret	O0001	GC-01; GC-02; GC-03
Colwell, Francis	O0001	GC-01; GC-02; GC-03
Colwill, Kathleen	O0001	GC-01; GC-02; GC-03
Compton, Janel	O0001	GC-01; GC-02; GC-03
Comrack, Janine	O0001	GC-01; GC-02; GC-03
Comunale, Elliot	O0001	GC-01; GC-02; GC-03
Condo, Damien	O0001	GC-01; GC-02; GC-03
Condon, Pat	O0001	GC-01; GC-02; GC-03
Conger, Regina	O0001	GC-01; GC-02; GC-03
Conklin, Julia	O0001	GC-01; GC-02; GC-03
Conley, Chris	O0001	GC-01; GC-02; GC-03
Connell, Nora	O0001	GC-01; GC-02; GC-03
Connelly, Walter	O0001	GC-01; GC-02; GC-03
Connelly, Barbara	O0001	GC-01; GC-02; GC-03
Conner, Lisa	O0001	GC-01; GC-02; GC-03
Conner, Sonya	O0001	GC-01; GC-02; GC-03
Conner, Steve	O0001	GC-01; GC-02; GC-03
Connet, Carole	O0001	GC-01; GC-02; GC-03
Connor, Mina	O0001	GC-01; GC-02; GC-03
Connors, Becky	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Conrad, Marc	O0001	GC-01; GC-02; GC-03
Conrad, Barbara	O0001	GC-01; GC-02; GC-03
Conrad, Jamie	O0001	GC-01; GC-02; GC-03
Conrad, Donna Sue	O0001	GC-01; GC-02; GC-03
Conroy, Faith	O0001	GC-01; GC-02; GC-03
Conroy, Kathleen	O0001	GC-01; GC-02; GC-03
Contreras, Bernabe	O0001	GC-01; GC-02; GC-03
Conway, Mary	O0001	GC-01; GC-02; GC-03
Conway, Sharon	O0001	GC-01; GC-02; GC-03
Conyers, Kelly	O0001	GC-01; GC-02; GC-03
Coogan, Almee	O0001	GC-01; GC-02; GC-03
Coogan, Joyce	O0001	GC-01; GC-02; GC-03
Cook, Charlotte	O0001	GC-01; GC-02; GC-03
Cook, Daniel	O0001	GC-01; GC-02; GC-03
Cook, Lynda	O0001	GC-01; GC-02; GC-03
Cook, S.	O0001	GC-01; GC-02; GC-03
Cook, Bruce	O0001	GC-01; GC-02; GC-03
Cook, Char	O0001	GC-01; GC-02; GC-03
Cook, E.	O0001	GC-01; GC-02; GC-03
Cook, Gordon	O0001	GC-01; GC-02; GC-03
Cook, Richard Gene	O0001	GC-01; GC-02; GC-03
Cooke, Adrian	O0001	GC-01; GC-02; GC-03
Cooke, Douglas	O0001	GC-01; GC-02; GC-03
Cookman, Jennilee	O0001	GC-01; GC-02; GC-03
Cooley, Richard E.	O0001	GC-01; GC-02; GC-03
Coolidge, Alexia	O0001	GC-01; GC-02; GC-03
Coomber, Annette	O0001	GC-01; GC-02; GC-03
Coon, Kelsey	O0001	GC-01; GC-02; GC-03
Coonfield, Katie	O0001	GC-01; GC-02; GC-03
Coontz, Sharron	O0001	GC-01; GC-02; GC-03
Cooper, Charlene	O0001	GC-01; GC-02; GC-03
Cooper, Colleen	O0001	GC-01; GC-02; GC-03
Cooper, Edith	O0001	GC-01; GC-02; GC-03
Cooper, Joel	O0001	GC-01; GC-02; GC-03
Cooper, Judith	O0001	GC-01; GC-02; GC-03
Cooper, R.J.	O0001	GC-01; GC-02; GC-03
Cooper, Connie	O0001	GC-01; GC-02; GC-03
Cooper, Ernest	O0001	GC-01; GC-02; GC-03
Cooper, Lana	O0001	GC-01; GC-02; GC-03
Cooper, Terry	O0001	GC-01; GC-02; GC-03
Copanos, Beth	O0001	GC-01; GC-02; GC-03
Cope, Sandra	O0001	GC-01; GC-02; GC-03
Copeland, Jeanette	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Copenhaver, Lauren	O0001	GC-01; GC-02; GC-03
Coppotelli, Heide Catherine	O0001	GC-01; GC-02; GC-03
Corbett, Clivonne	O0001	GC-01; GC-02; GC-03
Corbett, Mary E.	O0001	GC-01; GC-02; GC-03
Corbitt, David	O0001	GC-01; GC-02; GC-03
Corby, Kathleen	O0001	GC-01; GC-02; GC-03
Corcacas, Phyllis	O0001	GC-01; GC-02; GC-03
Cordeiro, Brock	O0001	GC-01; GC-02; GC-03
Cordero, Ann	O0001	GC-01; GC-02; GC-03
Cordero, William	O0001	GC-01; GC-02; GC-03
Cordts, Barbara A.	O0001	GC-01; GC-02; GC-03
Corey, Marilee	O0001	GC-01; GC-02; GC-03
Corkran, Thomas	O0001	GC-01; GC-02; GC-03
Corley, Julian	O0001	GC-01; GC-02; GC-03
Cormier, Stephanie	O0001	GC-01; GC-02; GC-03
Cormons, Matt	O0001	GC-01; GC-02; GC-03
Corn, Joseph	O0001	GC-01; GC-02; GC-03
Cornelia, Jared	O0001	GC-01; GC-02; GC-03
Cornelius, Stacy	O0001	GC-01; GC-02; GC-03
Cornell, Denice	O0001	GC-01; GC-02; GC-03
Cornez, Sandi	O0001	GC-01; GC-02; GC-03
Cornish, Marianne	O0001	GC-01; GC-02; GC-03
Cornish, Heather	O0001	GC-01; GC-02; GC-03
Coronado, Helen	O0001	GC-01; GC-02; GC-03
Corpolongo, Roger	O0001	GC-01; GC-02; GC-03
Corr, F.	O0001	GC-01; GC-02; GC-03
Corrdin, Will	O0001	GC-01; GC-02; GC-03
Correa, Hana	O0001	GC-01; GC-02; GC-03
Correa, Manuel	O0001	GC-01; GC-02; GC-03
Correia, M. Cecilia	O0001	GC-01; GC-02; GC-03
Correia, Edmund	O0001	GC-01; GC-02; GC-03
Corriere, Caryn	O0001	GC-01; GC-02; GC-03
Corrigan, Sean	O0001	GC-01; GC-02; GC-03
Corrigan, Jim	O0001	GC-01; GC-02; GC-03
Corris, Joshua	O0001	GC-01; GC-02; GC-03
Corry, Ronit	O0001	GC-01; GC-02; GC-03
Cortes, Glynis	O0001	GC-01; GC-02; GC-03
Corvalan, Maria	O0001	GC-01; GC-02; GC-03
Corwin, Diana	O0001	GC-01; GC-02; GC-03
Corzatt, Karla	O0001	GC-01; GC-02; GC-03
Cosentino, Deborah	O0001	GC-01; GC-02; GC-03
Costamagna, Marilyn	O0001	GC-01; GC-02; GC-03
Costanzo, Dennis	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Costas, Deborah</i>	O0001	GC-01; GC-02; GC-03
<i>Costoff, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Costolo, Elaine</i>	O0001	GC-01; GC-02; GC-03
<i>Cota, Joseph Reginald</i>	O0001	GC-01; GC-02; GC-03
<i>Cote, Diane</i>	O0001	GC-01; GC-02; GC-03
<i>Cotter, Joyce</i>	O0001	GC-01; GC-02; GC-03
<i>Cottrell, David</i>	O0001	GC-01; GC-02; GC-03
<i>Couch, Norvelle</i>	O0001	GC-01; GC-02; GC-03
<i>Couch, Jaime</i>	O0001	GC-01; GC-02; GC-03
<i>Couchman, Robert</i>	O0001	GC-01; GC-02; GC-03
<i>Couey, Wanda</i>	O0001	GC-01; GC-02; GC-03
<i>Coughlin, J.</i>	O0001	GC-01; GC-02; GC-03
<i>Coulson, Elyse</i>	O0001	GC-01; GC-02; GC-03
<i>Coulson, Lynne</i>	O0001	GC-01; GC-02; GC-03
<i>Council, Thyme</i>	O0001	GC-01; GC-02; GC-03
<i>Courington, Gary</i>	O0001	GC-01; GC-02; GC-03
<i>Court, Debbie</i>	O0001	GC-01; GC-02; GC-03
<i>Courtaway, Robbi</i>	O0001	GC-01; GC-02; GC-03
<i>Courtney, Sue</i>	O0001	GC-01; GC-02; GC-03
<i>Cousino, Joyce</i>	O0001	GC-01; GC-02; GC-03
<i>Couture, Ray</i>	O0001	GC-01; GC-02; GC-03
<i>Coval, Deirdre</i>	O0001	GC-01; GC-02; GC-03
<i>Coventry, Linda</i>	O0001	GC-01; GC-02; GC-03
<i>Covington, Gaya</i>	O0001	GC-01; GC-02; GC-03
<i>Covino, Robin</i>	O0001	GC-01; GC-02; GC-03
<i>Cowan, Christina</i>	O0001	GC-01; GC-02; GC-03
<i>Cowan, Nancy</i>	O0001	GC-01; GC-02; GC-03
<i>Cowan, Scott</i>	O0001	GC-01; GC-02; GC-03
<i>Cowgill, Linda</i>	O0001	GC-01; GC-02; GC-03
<i>Cowin, Caryn</i>	O0001	GC-01; GC-02; GC-03
<i>Cowles, Traver</i>	O0001	GC-01; GC-02; GC-03
<i>Cox, Elizabeth</i>	O0001	GC-01; GC-02; GC-03
<i>Cox, Mary</i>	O0001	GC-01; GC-02; GC-03
<i>Cox, Patricia</i>	O0001	GC-01; GC-02; GC-03
<i>Cox, Lanie</i>	O0001	GC-01; GC-02; GC-03
<i>Cox, Nonya</i>	O0001	GC-01; GC-02; GC-03
<i>Cox, Pete</i>	O0001	GC-01; GC-02; GC-03
<i>Coyer, Dane</i>	O0001	GC-01; GC-02; GC-03
<i>Coyle, N.</i>	O0001	GC-01; GC-02; GC-03
<i>Coz, Ann</i>	O0001	GC-01; GC-02; GC-03
<i>Craciun, George</i>	O0001	GC-01; GC-02; GC-03
<i>Craddock, Anne</i>	O0001	GC-01; GC-02; GC-03
<i>Craft, Robin</i>	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Cagnotti, Dorina	O0001	GC-01; GC-02; GC-03
Craig, Anne	O0001	GC-01; GC-02; GC-03
Craig, Laura	O0001	GC-01; GC-02; GC-03
Craig, Mary	O0001	GC-01; GC-02; GC-03
Craig, Patrick	O0001	GC-01; GC-02; GC-03
Craigen, June	O0001	GC-01; GC-02; GC-03
Cramer, Linda	O0001	GC-01; GC-02; GC-03
Crandall, Analisa	O0001	GC-01; GC-02; GC-03
Crane, Kimberly	O0001	GC-01; GC-02; GC-03
Crane, Marcella	O0001	GC-01; GC-02; GC-03
Cranford, Connie	O0001	GC-01; GC-02; GC-03
Cranmer, Julia	O0001	GC-01; GC-02; GC-03
Cranmer, Pat	O0001	GC-01; GC-02; GC-03
Cranston Jr., Andrew	O0001	GC-01; GC-02; GC-03
Crary, Aleasa	O0001	GC-01; GC-02; GC-03
Cratty, Bruce	O0001	GC-01; GC-02; GC-03
Crawford, Wanda	O0001	GC-01; GC-02; GC-03
Crawford, William	O0001	GC-01; GC-02; GC-03
Crawford, Carolyn	O0001	GC-01; GC-02; GC-03
Crawford, Holly	O0001	GC-01; GC-02; GC-03
Crawford, John	O0001	GC-01; GC-02; GC-03
Crawford, Licia	O0001	GC-01; GC-02; GC-03
Creech, C.L.	O0001	GC-01; GC-02; GC-03
Crescione, Hope	O0001	GC-01; GC-02; GC-03
Cresic, Kimberly	O0001	GC-01; GC-02; GC-03
Cresseveur, Jessica	O0001	GC-01; GC-02; GC-03
Cridge, Kathleen	O0001	GC-01; GC-02; GC-03
Crilley, Fran	O0001	GC-01; GC-02; GC-03
Crim, Noel	O0001	GC-01; GC-02; GC-03
Crispin, Kim	O0001	GC-01; GC-02; GC-03
Crist, Michael	O0001	GC-01; GC-02; GC-03
Crist, William	O0001	GC-01; GC-02; GC-03
Cristan, Daniela	O0001	GC-01; GC-02; GC-03
Crittenton, Cynthia	O0001	GC-01; GC-02; GC-03
Crocker, Sharon	O0001	GC-01; GC-02; GC-03
Crockett, Denis	O0001	GC-01; GC-02; GC-03
Crole, Calvin	O0001	GC-01; GC-02; GC-03
Cronin, Brian	O0001	GC-01; GC-02; GC-03
Cronk, Kathleen	O0001	GC-01; GC-02; GC-03
Crook, Andrea	O0001	GC-01; GC-02; GC-03
Crookston, John	O0001	GC-01; GC-02; GC-03
Crosby, Christina	O0001	GC-01; GC-02; GC-03
Crosby, Elizabeth	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Crosby, Nancy	O0001	GC-01; GC-02; GC-03
Cross, Dave and Rita	O0001	GC-01; GC-02; GC-03
Cross, Bonnie	O0001	GC-01; GC-02; GC-03
Cross, Dave	O0001	GC-01; GC-02; GC-03
Cross, Heather	O0001	GC-01; GC-02; GC-03
Cross, Russ	O0001	GC-01; GC-02; GC-03
Crossen, Jennifer	O0001	GC-01; GC-02; GC-03
Croston, Marjorie	O0001	GC-01; GC-02; GC-03
Crouch, Madison	O0001	GC-01; GC-02; GC-03
Crowley, Jeanne	O0001	GC-01; GC-02; GC-03
Crumb, Lily	O0001	GC-01; GC-02; GC-03
Crump, Deborah	O0001	GC-01; GC-02; GC-03
Crumpacker, Barb	O0001	GC-01; GC-02; GC-03
Crusha, Lewis	O0001	GC-01; GC-02; GC-03
Cruz, Deb	O0001	GC-01; GC-02; GC-03
Cruz, Marina	O0001	GC-01; GC-02; GC-03
Csuhta, Tom	O0001	GC-01; GC-02; GC-03
Cuadrado, Lola	O0001	GC-01; GC-02; GC-03
Cuff, Kermit	O0001	GC-01; GC-02; GC-03
Culberson, Ina	O0001	GC-01; GC-02; GC-03
Culbert, Laurette	O0001	GC-01; GC-02; GC-03
Culmore, Matthew	O0001	GC-01; GC-02; GC-03
Culp, Wendy	O0001	GC-01; GC-02; GC-03
Culver, Rosemary	O0001	GC-01; GC-02; GC-03
Culwell, Debra	O0001	GC-01; GC-02; GC-03
Cumberbatch, Elizabeth	O0001	GC-01; GC-02; GC-03
Cumings, Dawn	O0001	GC-01; GC-02; GC-03
Cumings, Elinore	O0001	GC-01; GC-02; GC-03
Cummer, Christine	O0001	GC-01; GC-02; GC-03
Cummings, Linda	O0001	GC-01; GC-02; GC-03
Cummings, Barbara	O0001	GC-01; GC-02; GC-03
Cummings, George	O0001	GC-01; GC-02; GC-03
Cummings, Leslie	O0001	GC-01; GC-02; GC-03
Cummins, Hannah	O0001	GC-01; GC-02; GC-03
Cumpston, Brenda	O0001	GC-01; GC-02; GC-03
Cunningham, Anne	O0001	GC-01; GC-02; GC-03
Cunningham, Jennifer	O0001	GC-01; GC-02; GC-03
Curatolo, Michael	O0001	GC-01; GC-02; GC-03
Curiale, Ruth	O0001	GC-01; GC-02; GC-03
Curis, Frank	O0001	GC-01; GC-02; GC-03
Curry, Karen	O0001	GC-01; GC-02; GC-03
Curry, Donna	O0001	GC-01; GC-02; GC-03
Curry, Linda	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Curry-Wheat, Carolyn	O0001	GC-01; GC-02; GC-03
Curtis, Cathy	O0001	GC-01; GC-02; GC-03
Curtis, Michael	O0001	GC-01; GC-02; GC-03
Curtis, Colleen	O0001	GC-01; GC-02; GC-03
Curtis, Frank	O0001	GC-01; GC-02; GC-03
Curtis, Marie	O0001	GC-01; GC-02; GC-03
Curtis, William	O0001	GC-01; GC-02; GC-03
Curtiss, Kathy	O0001	GC-01; GC-02; GC-03
Cusella, Cheryl	O0001	GC-01; GC-02; GC-03
Cushway, Warren	O0001	GC-01; GC-02; GC-03
Cutler, Barry	O0001	GC-01; GC-02; GC-03
Cutting-Brady, Joanna	O0001	GC-01; GC-02; GC-03
Cutts, Bonnie	O0001	GC-01; GC-02; GC-03
Cvorovic, Janka	O0001	GC-01; GC-02; GC-03
Cypher, Steven	O0001	GC-01; GC-02; GC-03
Cyr, Amy	O0001	GC-01; GC-02; GC-03
Cywinski, David	O0001	GC-01; GC-02; GC-03
Czarny, Stan	O0001	GC-01; GC-02; GC-03
Czarny, S.	O0001	GC-01; GC-02; GC-03
Czipa, Patti-Ann	O0001	GC-01; GC-02; GC-03
D., Liz	O0001	GC-01; GC-02; GC-03
D., Kay	O0001	GC-01; GC-02; GC-03
D., Rita	O0001	GC-01; GC-02; GC-03
D.B.	O0001	GC-01; GC-02; GC-03
D.L.	O0001	GC-01; GC-02; GC-03
Dacus, Chris	O0001	GC-01; GC-02; GC-03
Dahlberg, Susan	O0001	GC-01; GC-02; GC-03
Dail, Michelle	O0001	GC-01; GC-02; GC-03
Daily, G. Allen	O0001	GC-01; GC-02; GC-03
Daino, Laura	O0001	GC-01; GC-02; GC-03
Daiss, Becky	O0001	GC-01; GC-02; GC-03
Dal Cais, Sandra	O0001	GC-01; GC-02; GC-03
Dalal, Namita	O0001	GC-01; GC-02; GC-03
Dale, Genevieve	O0001	GC-01; GC-02; GC-03
D'Alessandro, Jenette	O0001	GC-01; GC-02; GC-03
D'Alessandro, Keith	O0001	GC-01; GC-02; GC-03
Daley, Kelly	O0001	GC-01; GC-02; GC-03
Daley, Karen	O0001	GC-01; GC-02; GC-03
Dalili, Dalia	O0001	GC-01; GC-02; GC-03
Dalla, John	O0001	GC-01; GC-02; GC-03
Dally-Muenzmaier, Mary	O0001	GC-01; GC-02; GC-03
Dalnekoff, Cecilia	O0001	GC-01; GC-02; GC-03
Daloia, Lisa	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Dalporto, Amy	O0001	GC-01; GC-02; GC-03
Dalton, Wendy	O0001	GC-01; GC-02; GC-03
Dalton, Suzanne	O0001	GC-01; GC-02; GC-03
Daly, Patty	O0001	GC-01; GC-02; GC-03
Dalzell, Gay	O0001	GC-01; GC-02; GC-03
Dameron, Susan	O0001	GC-01; GC-02; GC-03
Damm, Emily	O0001	GC-01; GC-02; GC-03
Damon, Nicole	O0001	GC-01; GC-02; GC-03
Danard, Nancy J.	O0001	GC-01; GC-02; GC-03
Dander, Katherine	O0001	GC-01; GC-02; GC-03
Dandrea, Tara	O0001	GC-01; GC-02; GC-03
Dane, William	O0001	GC-01; GC-02; GC-03
Danehy, Cecile	O0001	GC-01; GC-02; GC-03
Dangelo, Joseph	O0001	GC-01; GC-02; GC-03
Danhauer, Mary	O0001	GC-01; GC-02; GC-03
Daniel, Kian	O0001	GC-01; GC-02; GC-03
Daniel, Lin	O0001	GC-01; GC-02; GC-03
Daniello, John	O0001	GC-01; GC-02; GC-03
Daniels, Eric	O0001	GC-01; GC-02; GC-03
Daniels, Pat	O0001	GC-01; GC-02; GC-03
Dankner, Elinor	O0001	GC-01; GC-02; GC-03
Danne, Chris	O0001	GC-01; GC-02; GC-03
Dannemiller, Kathleen	O0001	GC-01; GC-02; GC-03
Danos, Teri	O0001	GC-01; GC-02; GC-03
Dantonio, Kathleen	O0001	GC-01; GC-02; GC-03
Dantonio, Lisa	O0001	GC-01; GC-02; GC-03
Darby, Jim	O0001	GC-01; GC-02; GC-03
Darcy, Kevin	O0001	GC-01; GC-02; GC-03
D'Arcy, Maggie	O0001	GC-01; GC-02; GC-03
Dare, Carol	O0001	GC-01; GC-02; GC-03
D'Argento, Renee	O0001	GC-01; GC-02; GC-03
Darlington, Beth	O0001	GC-01; GC-02; GC-03
Darner, Renee	O0001	GC-01; GC-02; GC-03
Darnott, Lisette	O0001	GC-01; GC-02; GC-03
Darovic, Elizabeth	O0001	GC-01; GC-02; GC-03
Darter, Nyssa	O0001	GC-01; GC-02; GC-03
Dassel, Bruce	O0001	GC-01; GC-02; GC-03
Dauel, Alta	O0001	GC-01; GC-02; GC-03
Daugherty, Randall	O0001	GC-01; GC-02; GC-03
Daugherty, Randy	O0001	GC-01; GC-02; GC-03
Daukopulos, Iphigenia	O0001	GC-01; GC-02; GC-03
Daum, Robert	O0001	GC-01; GC-02; GC-03
Dauphin, Jill	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Daveiga, Michael	O0001	GC-01; GC-02; GC-03
Davenport, Donna	O0001	GC-01; GC-02; GC-03
Davenport, Susan	O0001	GC-01; GC-02; GC-03
Daversa, Fran	O0001	GC-01; GC-02; GC-03
Davidson, Bruce	O0001	GC-01; GC-02; GC-03
Davidson, Elizabeth	O0001	GC-01; GC-02; GC-03
Davidson, Annie	O0001	GC-01; GC-02; GC-03
Davidson, Heather	O0001	GC-01; GC-02; GC-03
Davidson, Maggie	O0001	GC-01; GC-02; GC-03
Davies, Sha	O0001	GC-01; GC-02; GC-03
Davies-Sugerman, Darlene	O0001	GC-01; GC-02; GC-03
Davignon, Harrison	O0001	GC-01; GC-02; GC-03
Davis, Donna	O0001	GC-01; GC-02; GC-03
Davis, Fred	O0001	GC-01; GC-02; GC-03
Davis, Marla	O0001	GC-01; GC-02; GC-03
Davis, Patti	O0001	GC-01; GC-02; GC-03
Davis, Scott	O0001	GC-01; GC-02; GC-03
Davis, Alissa	O0001	GC-01; GC-02; GC-03
Davis, Arlene	O0001	GC-01; GC-02; GC-03
Davis, David	O0001	GC-01; GC-02; GC-03
Davis, Hazel	O0001	GC-01; GC-02; GC-03
Davis, Heidi	O0001	GC-01; GC-02; GC-03
Davis, Jo Ellen	O0001	GC-01; GC-02; GC-03
Davis, Joan	O0001	GC-01; GC-02; GC-03
Davis, Jolynn	O0001	GC-01; GC-02; GC-03
Davis, Joyce	O0001	GC-01; GC-02; GC-03
Davis, Kathleen	O0001	GC-01; GC-02; GC-03
Davis, Marilyn	O0001	GC-01; GC-02; GC-03
Davis, Mark	O0001	GC-01; GC-02; GC-03
Davis, Randy	O0001	GC-01; GC-02; GC-03
Davison, Wilma	O0001	GC-01; GC-02; GC-03
Davison, Richenda	O0001	GC-01; GC-02; GC-03
Dawid, Annie	O0001	GC-01; GC-02; GC-03
Dawson, Barbara	O0001	GC-01; GC-02; GC-03
Dawson, James	O0001	GC-01; GC-02; GC-03
Dawson, John	O0001	GC-01; GC-02; GC-03
Dawson, Mary	O0001	GC-01; GC-02; GC-03
Day, Connie	O0001	GC-01; GC-02; GC-03
Day, Edward	O0001	GC-01; GC-02; GC-03
Day, Ronald	O0001	GC-01; GC-02; GC-03
Dayton, Delner	O0001	GC-01; GC-02; GC-03
Dayton, Ruth Anne	O0001	GC-01; GC-02; GC-03
De Fani, Paolao	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>De FANIS, Elena</i>	00001	GC-01; GC-02; GC-03
<i>De Guise, Elizabeth</i>	00001	GC-01; GC-02; GC-03
<i>De Gutis, Patricia</i>	00001	GC-01; GC-02; GC-03
<i>De La Cruz, Carole</i>	00001	GC-01; GC-02; GC-03
<i>De LaRosa-Young, Maria</i>	00001	GC-01; GC-02; GC-03
<i>De Los Rios, Stephanie</i>	00001	GC-01; GC-02; GC-03
<i>De Vlaming, Victor</i>	00001	GC-01; GC-02; GC-03
<i>De Witt, Jacqueline</i>	00001	GC-01; GC-02; GC-03
<i>Deal, Brandie</i>	00001	GC-01; GC-02; GC-03
<i>Dean, Liz</i>	00001	GC-01; GC-02; GC-03
<i>Dean, Sarah</i>	00001	GC-01; GC-02; GC-03
<i>Dean, Rayline</i>	00001	GC-01; GC-02; GC-03
<i>Dean, Sue E.</i>	00001	GC-01; GC-02; GC-03
<i>Deangelis, Michael</i>	00001	GC-01; GC-02; GC-03
<i>Deardorff, Glen</i>	00001	GC-01; GC-02; GC-03
<i>Debing, Therese</i>	00001	GC-01; GC-02; GC-03
<i>Debroux, Donna</i>	00001	GC-01; GC-02; GC-03
<i>DeCalonne, Frans</i>	00001	GC-01; GC-02; GC-03
<i>DeCastro, Brian</i>	00001	GC-01; GC-02; GC-03
<i>Decastro, Ines</i>	00001	GC-01; GC-02; GC-03
<i>Deck, Avis</i>	00001	GC-01; GC-02; GC-03
<i>Deckel, Karen</i>	00001	GC-01; GC-02; GC-03
<i>Decker, Lori</i>	00001	GC-01; GC-02; GC-03
<i>Decker, Stephen</i>	00001	GC-01; GC-02; GC-03
<i>Decoste, Susan</i>	00001	GC-01; GC-02; GC-03
<i>Deddy, John</i>	00001	GC-01; GC-02; GC-03
<i>Deep, James</i>	00001	GC-01; GC-02; GC-03
<i>Deerlyjohnson, Suzanne</i>	00001	GC-01; GC-02; GC-03
<i>Defalco, Tony</i>	00001	GC-01; GC-02; GC-03
<i>Defazio, Frank</i>	00001	GC-01; GC-02; GC-03
<i>Defilippo, Terri</i>	00001	GC-01; GC-02; GC-03
<i>Defurio, Debra</i>	00001	GC-01; GC-02; GC-03
<i>Degaglia, Christina</i>	00001	GC-01; GC-02; GC-03
<i>Degenhart, D.M.</i>	00001	GC-01; GC-02; GC-03
<i>Degnan, Thomas</i>	00001	GC-01; GC-02; GC-03
<i>deGozzaldi, Mary</i>	00001	GC-01; GC-02; GC-03
<i>Deguire, Andre</i>	00001	GC-01; GC-02; GC-03
<i>Dejaeger, Susan</i>	00001	GC-01; GC-02; GC-03
<i>Dekanski, Delphine</i>	00001	GC-01; GC-02; GC-03
<i>Del Guercio, Barbara</i>	00001	GC-01; GC-02; GC-03
<i>Del Solar, Raul</i>	00001	GC-01; GC-02; GC-03
<i>Delacruz, Patricia</i>	00001	GC-01; GC-02; GC-03
<i>Delaite, Carole</i>	00001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Delaney, Linda</i>	00001	GC-01; GC-02; GC-03
<i>Delaney, Janet</i>	00001	GC-01; GC-02; GC-03
<i>Delaney, Robin</i>	00001	GC-01; GC-02; GC-03
<i>Delaune, Nick</i>	00001	GC-01; GC-02; GC-03
<i>Delcastillo, Gwen</i>	00001	GC-01; GC-02; GC-03
<i>Delgado, Crystal</i>	00001	GC-01; GC-02; GC-03
<i>Delin, Donna</i>	00001	GC-01; GC-02; GC-03
<i>Deljon, Renee</i>	00001	GC-01; GC-02; GC-03
<i>Dellinger, Robert</i>	00001	GC-01; GC-02; GC-03
<i>DeLoma, Elizabeth</i>	00001	GC-01; GC-02; GC-03
<i>DeLong, Carol</i>	00001	GC-01; GC-02; GC-03
<i>Delorenzo, Pete</i>	00001	GC-01; GC-02; GC-03
<i>Deltour, Jeanette</i>	00001	GC-01; GC-02; GC-03
<i>DeLuca, Patricia</i>	00001	GC-01; GC-02; GC-03
<i>DeLuca, Anna</i>	00001	GC-01; GC-02; GC-03
<i>Demar, Pamela</i>	00001	GC-01; GC-02; GC-03
<i>Demarais, Jackie</i>	00001	GC-01; GC-02; GC-03
<i>DeMars, Matthew</i>	00001	GC-01; GC-02; GC-03
<i>Demaske, Dawn</i>	00001	GC-01; GC-02; GC-03
<i>Demello, Iris</i>	00001	GC-01; GC-02; GC-03
<i>Demeulenaere, Ronald</i>	00001	GC-01; GC-02; GC-03
<i>Dempsey, Sheila</i>	00001	GC-01; GC-02; GC-03
<i>Demuth, Jennifer</i>	00001	GC-01; GC-02; GC-03
<i>Denardo, Teresa</i>	00001	GC-01; GC-02; GC-03
<i>DeNijs, Sacha</i>	00001	GC-01; GC-02; GC-03
<i>Denise, Donna</i>	00001	GC-01; GC-02; GC-03
<i>Denney, Marcella</i>	00001	GC-01; GC-02; GC-03
<i>Denning, Asphodel</i>	00001	GC-01; GC-02; GC-03
<i>Dennis, Gudrun</i>	00001	GC-01; GC-02; GC-03
<i>Dennison, Carolyn</i>	00001	GC-01; GC-02; GC-03
<i>Dennison, Joni</i>	00001	GC-01; GC-02; GC-03
<i>Denny, Florence</i>	00001	GC-01; GC-02; GC-03
<i>Densmore, Paul</i>	00001	GC-01; GC-02; GC-03
<i>Dent, Brenda</i>	00001	GC-01; GC-02; GC-03
<i>Denton, Brenda</i>	00001	GC-01; GC-02; GC-03
<i>Denton, Susan</i>	00001	GC-01; GC-02; GC-03
<i>Depew, Robert</i>	00001	GC-01; GC-02; GC-03
<i>Depew, Jeffrey</i>	00001	GC-01; GC-02; GC-03
<i>Deppong, Genevieve</i>	00001	GC-01; GC-02; GC-03
<i>Derammelaere, Susan</i>	00001	GC-01; GC-02; GC-03
<i>Derbick-Johnson, Mary</i>	00001	GC-01; GC-02; GC-03
<i>Derr, Meredith</i>	00001	GC-01; GC-02; GC-03
<i>Derrah, William</i>	00001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Derrico, Aidan	O0001	GC-01; GC-02; GC-03
Dervin, John	O0001	GC-01; GC-02; GC-03
Derwent, Kimberly	O0001	GC-01; GC-02; GC-03
Desarno, Victoria	O0001	GC-01; GC-02; GC-03
Detert, Judith	O0001	GC-01; GC-02; GC-03
Detmar, Jan	O0001	GC-01; GC-02; GC-03
Detmer, Carol Michler	O0001	GC-01; GC-02; GC-03
Dettleff-Schmidt, Rachel	O0001	GC-01; GC-02; GC-03
Detzler, Jody	O0001	GC-01; GC-02; GC-03
Deutsch, Alice	O0001	GC-01; GC-02; GC-03
Devaney, Robin	O0001	GC-01; GC-02; GC-03
Devine, Timothy	O0001	GC-01; GC-02; GC-03
Devine, Karla	O0001	GC-01; GC-02; GC-03
Devinney, Claudia	O0001	GC-01; GC-02; GC-03
Devito, Renee	O0001	GC-01; GC-02; GC-03
Devlaeminck, Michelle	O0001	GC-01; GC-02; GC-03
Devlin III, Neil	O0001	GC-01; GC-02; GC-03
Devlin, Felicity	O0001	GC-01; GC-02; GC-03
Devlin, Summer	O0001	GC-01; GC-02; GC-03
Devos, Kathy	O0001	GC-01; GC-02; GC-03
Devoss, Carol	O0001	GC-01; GC-02; GC-03
DeVries, Dolores	O0001	GC-01; GC-02; GC-03
DeVries, Thomas	O0001	GC-01; GC-02; GC-03
Dewalt, Linda	O0001	GC-01; GC-02; GC-03
Dewitt, Amy	O0001	GC-01; GC-02; GC-03
Di Russo, Donald	O0001	GC-01; GC-02; GC-03
Dian, Lisa	O0001	GC-01; GC-02; GC-03
Diana, Patty	O0001	GC-01; GC-02; GC-03
Diaz, Juan	O0001	GC-01; GC-02; GC-03
Diaz, Relman R	O0001	GC-01; GC-02; GC-03
Diblasi, Dawn	O0001	GC-01; GC-02; GC-03
Dichiara, Tim	O0001	GC-01; GC-02; GC-03
Dickenson-Adams, Emily	O0001	GC-01; GC-02; GC-03
Dickey, Helen	O0001	GC-01; GC-02; GC-03
Dickinson, Cynthia	O0001	GC-01; GC-02; GC-03
Dickinson, Chris	O0001	GC-01; GC-02; GC-03
Dickinson, Robert	O0001	GC-01; GC-02; GC-03
Dickinson-Adams, Emily	O0001	GC-01; GC-02; GC-03
Dickson, Mary	O0001	GC-01; GC-02; GC-03
Dickson, Carolyn	O0001	GC-01; GC-02; GC-03
Didier, Rochelle	O0001	GC-01; GC-02; GC-03
Didonato, Anita	O0001	GC-01; GC-02; GC-03
Dieffenbach, John	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Diegelman, Margaret</i>	O0001	GC-01; GC-02; GC-03
<i>Dierks, Dick</i>	O0001	GC-01; GC-02; GC-03
<i>Dietz, Kerry</i>	O0001	GC-01; GC-02; GC-03
<i>Diggle, Gloria</i>	O0001	GC-01; GC-02; GC-03
<i>Digiacomo, Alexandra</i>	O0001	GC-01; GC-02; GC-03
<i>Digiorgi, Michele</i>	O0001	GC-01; GC-02; GC-03
<i>Dilip, Sanand</i>	O0001	GC-01; GC-02; GC-03
<i>Dillingham, Carol</i>	O0001	GC-01; GC-02; GC-03
<i>Dillman, Michael</i>	O0001	GC-01; GC-02; GC-03
<i>Dillmann, George</i>	O0001	GC-01; GC-02; GC-03
<i>Dillon, Christi</i>	O0001	GC-01; GC-02; GC-03
<i>Dillon, Errol</i>	O0001	GC-01; GC-02; GC-03
<i>DiNatale, Dini</i>	O0001	GC-01; GC-02; GC-03
<i>Dincau, Barbara</i>	O0001	GC-01; GC-02; GC-03
<i>Diner, Randy</i>	O0001	GC-01; GC-02; GC-03
<i>Dinger, Barbara</i>	O0001	GC-01; GC-02; GC-03
<i>Dingleberry, Patricia</i>	O0001	GC-01; GC-02; GC-03
<i>Dion, Patricia</i>	O0001	GC-01; GC-02; GC-03
<i>DiRusso, Donald</i>	O0001	GC-01; GC-02; GC-03
<i>Disch, Steve</i>	O0001	GC-01; GC-02; GC-03
<i>Dishman, Patricia</i>	O0001	GC-01; GC-02; GC-03
<i>Dispenza, Salvatore</i>	O0001	GC-01; GC-02; GC-03
<i>Dispigno, Peter</i>	O0001	GC-01; GC-02; GC-03
<i>Dissinger, Margaret</i>	O0001	GC-01; GC-02; GC-03
<i>Ditocco, Loretta</i>	O0001	GC-01; GC-02; GC-03
<i>Dittmann, Reidar</i>	O0001	GC-01; GC-02; GC-03
<i>Divenere, Laura</i>	O0001	GC-01; GC-02; GC-03
<i>DiVirgilio, Nicole</i>	O0001	GC-01; GC-02; GC-03
<i>Divis, Sharon</i>	O0001	GC-01; GC-02; GC-03
<i>Dix, Alexis</i>	O0001	GC-01; GC-02; GC-03
<i>Dixon, Joyce</i>	O0001	GC-01; GC-02; GC-03
<i>Dixon, Jim</i>	O0001	GC-01; GC-02; GC-03
<i>Dixon, Patti</i>	O0001	GC-01; GC-02; GC-03
<i>Dlugonski, Melba</i>	O0001	GC-01; GC-02; GC-03
<i>Doak, Jana</i>	O0001	GC-01; GC-02; GC-03
<i>Dobbelaere, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Dobeck, Irini</i>	O0001	GC-01; GC-02; GC-03
<i>Daber, Sofia</i>	O0001	GC-01; GC-02; GC-03
<i>Dobrosława, Dobi</i>	O0001	GC-01; GC-02; GC-03
<i>Dobroszczyk, Jennice</i>	O0001	GC-01; GC-02; GC-03
<i>Dobrzanski, Irene</i>	O0001	GC-01; GC-02; GC-03
<i>Dobson, Ed</i>	O0001	GC-01; GC-02; GC-03
<i>Dobson, Michael</i>	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Dobson, Patricia	O0001	GC-01; GC-02; GC-03
Doctor, Kathleen	O0001	GC-01; GC-02; GC-03
Dodge, Jeri	O0001	GC-01; GC-02; GC-03
Dodge, Margaret	O0001	GC-01; GC-02; GC-03
Doering, Ileen	O0001	GC-01; GC-02; GC-03
Doherty, Joanne	O0001	GC-01; GC-02; GC-03
Dolgin, Gary W.	O0001	GC-01; GC-02; GC-03
Doll, Carl	O0001	GC-01; GC-02; GC-03
Dollar, Ellen	O0001	GC-01; GC-02; GC-03
Dolson, Patricia	O0001	GC-01; GC-02; GC-03
Domb, Doreen	O0001	GC-01; GC-02; GC-03
Dombek, Amy	O0001	GC-01; GC-02; GC-03
Doming, Mari	O0001	GC-01; GC-02; GC-03
Dominguez, Jessica	O0001	GC-01; GC-02; GC-03
Domke, Ellen	O0001	GC-01; GC-02; GC-03
Donahoe, Lisbeth	O0001	GC-01; GC-02; GC-03
Donald, Cooke	O0001	GC-01; GC-02; GC-03
Donaldson, Stephen	O0001	GC-01; GC-02; GC-03
Donaldson, Karen	O0001	GC-01; GC-02; GC-03
Donaldson, Patrick	O0001	GC-01; GC-02; GC-03
Donchik, Liliana	O0001	GC-01; GC-02; GC-03
Donnaway, Joan	O0001	GC-01; GC-02; GC-03
Donnell, Bruce	O0001	GC-01; GC-02; GC-03
Donnelly, Stephen	O0001	GC-01; GC-02; GC-03
Donnelly, Eileen	O0001	GC-01; GC-02; GC-03
D'Onofrio, Adam	O0001	GC-01; GC-02; GC-03
Donohue, Jennifer	O0001	GC-01; GC-02; GC-03
Donohue, Gayle	O0001	GC-01; GC-02; GC-03
Doochin, Dianne	O0001	GC-01; GC-02; GC-03
Dooley, David	O0001	GC-01; GC-02; GC-03
Doorn, David	O0001	GC-01; GC-02; GC-03
D'Orazio, James	O0001	GC-01; GC-02; GC-03
Dorchin, Susan	O0001	GC-01; GC-02; GC-03
Dorn, Valerie	O0001	GC-01; GC-02; GC-03
Dorraugh, Tami	O0001	GC-01; GC-02; GC-03
Dorsett, Regina	O0001	GC-01; GC-02; GC-03
Dosh, Dodie	O0001	GC-01; GC-02; GC-03
Dosky, Pat	O0001	GC-01; GC-02; GC-03
Dostalek, Patricia	O0001	GC-01; GC-02; GC-03
Dotson, Ben	O0001	GC-01; GC-02; GC-03
Doty, Kevin	O0001	GC-01; GC-02; GC-03
Doty, Jimmy	O0001	GC-01; GC-02; GC-03
Doucette, John	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Douek, Elisha	O0001	GC-01; GC-02; GC-03
Dougher, Marilyn	O0001	GC-01; GC-02; GC-03
Dougherty, Eric	O0001	GC-01; GC-02; GC-03
Dougherty, Christine	O0001	GC-01; GC-02; GC-03
Doughty, Karen	O0001	GC-01; GC-02; GC-03
Douglas, Dianne	O0001	GC-01; GC-02; GC-03
Douglas, L.	O0001	GC-01; GC-02; GC-03
Douglas, Lisa	O0001	GC-01; GC-02; GC-03
Douglas, Jon	O0001	GC-01; GC-02; GC-03
Douglass, Amy	O0001	GC-01; GC-02; GC-03
Doust, Jim	O0001	GC-01; GC-02; GC-03
Doutre, Patricia	O0001	GC-01; GC-02; GC-03
Dow, Roxane	O0001	GC-01; GC-02; GC-03
Dowdell, Irene W.	O0001	GC-01; GC-02; GC-03
Downey, Carol	O0001	GC-01; GC-02; GC-03
Downing, David	O0001	GC-01; GC-02; GC-03
Dowson, Eleanor	O0001	GC-01; GC-02; GC-03
Doyle, April	O0001	GC-01; GC-02; GC-03
Doyle, Kathleen	O0001	GC-01; GC-02; GC-03
Doyon, Nancy	O0001	GC-01; GC-02; GC-03
Dozzler, Christian	O0001	GC-01; GC-02; GC-03
Drabbs, Mary	O0001	GC-01; GC-02; GC-03
Dragon, David	O0001	GC-01; GC-02; GC-03
Dragona, Danielle	O0001	GC-01; GC-02; GC-03
Dragseth, Peggy	O0001	GC-01; GC-02; GC-03
Drake, V.	O0001	GC-01; GC-02; GC-03
Drake, Margery	O0001	GC-01; GC-02; GC-03
Drecker, Barbara	O0001	GC-01; GC-02; GC-03
Dreier, Jeff	O0001	GC-01; GC-02; GC-03
Drevicky, John	O0001	GC-01; GC-02; GC-03
Drew, Craig	O0001	GC-01; GC-02; GC-03
Drew, Janet	O0001	GC-01; GC-02; GC-03
Drewelow, Beth	O0001	GC-01; GC-02; GC-03
Driessen, Lynn	O0001	GC-01; GC-02; GC-03
Driscoll, Marie	O0001	GC-01; GC-02; GC-03
Drum, Erin	O0001	GC-01; GC-02; GC-03
Drumright, Chris	O0001	GC-01; GC-02; GC-03
Dryden, Marlie	O0001	GC-01; GC-02; GC-03
Dryer, Ellen	O0001	GC-01; GC-02; GC-03
Duarte, Joyce	O0001	GC-01; GC-02; GC-03
Dubina, Monica	O0001	GC-01; GC-02; GC-03
DuBois, Sybille	O0001	GC-01; GC-02; GC-03
DuBois, Gary	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
DuBois, Julie	O0001	GC-01; GC-02; GC-03
DuBois, Sara	O0001	GC-01; GC-02; GC-03
Dubow, Reed	O0001	GC-01; GC-02; GC-03
Duckwall, Karen	O0001	GC-01; GC-02; GC-03
Duckworth, Nadine	O0001	GC-01; GC-02; GC-03
Ducsik, Sharon	O0001	GC-01; GC-02; GC-03
Dudley, Cynthia	O0001	GC-01; GC-02; GC-03
Dudzinski, James	O0001	GC-01; GC-02; GC-03
Dufel, Laura	O0001	GC-01; GC-02; GC-03
Duffus, Kathleen	O0001	GC-01; GC-02; GC-03
Duffy, Clare	O0001	GC-01; GC-02; GC-03
Duffy, Kara	O0001	GC-01; GC-02; GC-03
Duffy, Patty	O0001	GC-01; GC-02; GC-03
Dugan, Pamela	O0001	GC-01; GC-02; GC-03
Dugan, Dan	O0001	GC-01; GC-02; GC-03
Dugar, Alice	O0001	GC-01; GC-02; GC-03
Dugaw, Anne	O0001	GC-01; GC-02; GC-03
Duggo, Patricia	O0001	GC-01; GC-02; GC-03
Duke, Jessica	O0001	GC-01; GC-02; GC-03
Duman, Bonnie	O0001	GC-01; GC-02; GC-03
Dumas, Candice Anne	O0001	GC-01; GC-02; GC-03
Dumke, Sandy	O0001	GC-01; GC-02; GC-03
Dumler, Robin	O0001	GC-01; GC-02; GC-03
Dunaway, Linda	O0001	GC-01; GC-02; GC-03
Dunaway, Michaela	O0001	GC-01; GC-02; GC-03
Dunbar, Betty	O0001	GC-01; GC-02; GC-03
Duncan, Monica	O0001	GC-01; GC-02; GC-03
Duncan, Graham	O0001	GC-01; GC-02; GC-03
Duncan, Nancy	O0001	GC-01; GC-02; GC-03
Duncan, Sylvia	O0001	GC-01; GC-02; GC-03
Dunfee, Shari	O0001	GC-01; GC-02; GC-03
Dunkel, Trevor	O0001	GC-01; GC-02; GC-03
Dunlap, Louise	O0001	GC-01; GC-02; GC-03
Dunlap, Alex	O0001	GC-01; GC-02; GC-03
Dunlap, Sydney	O0001	GC-01; GC-02; GC-03
Dunn, Kristi	O0001	GC-01; GC-02; GC-03
Dunn, Leslene	O0001	GC-01; GC-02; GC-03
Dunn, Lois	O0001	GC-01; GC-02; GC-03
Dunn, Christopher	O0001	GC-01; GC-02; GC-03
Dunn, Christy	O0001	GC-01; GC-02; GC-03
Dunn, Dave	O0001	GC-01; GC-02; GC-03
Dunn, Kelly	O0001	GC-01; GC-02; GC-03
Dunoyer, Arnaud	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Dunsey, George	O0001	GC-01; GC-02; GC-03
Duon, Nicolas	O0001	GC-01; GC-02; GC-03
Duong, Nic	O0001	GC-01; GC-02; GC-03
Dura, Barbara	O0001	GC-01; GC-02; GC-03
Duran, Tammy	O0001	GC-01; GC-02; GC-03
Duran, Candace	O0001	GC-01; GC-02; GC-03
Durando, Mary	O0001	GC-01; GC-02; GC-03
Durbin, Kira	O0001	GC-01; GC-02; GC-03
Durbin, Jean	O0001	GC-01; GC-02; GC-03
Durfee, Donna	O0001	GC-01; GC-02; GC-03
Durkin, Samuel	O0001	GC-01; GC-02; GC-03
Durrum, Kathy	O0001	GC-01; GC-02; GC-03
Dusek, Russell	O0001	GC-01; GC-02; GC-03
Dusman, Susan	O0001	GC-01; GC-02; GC-03
DuSoleil, Isabelle	O0001	GC-01; GC-02; GC-03
Duszynski, Derek	O0001	GC-01; GC-02; GC-03
Dutka, Cindy M.	O0001	GC-01; GC-02; GC-03
Dutschke, Stephen	O0001	GC-01; GC-02; GC-03
Duttlinger, Christine	O0001	GC-01; GC-02; GC-03
Duvall, Mary	O0001	GC-01; GC-02; GC-03
Dwyer, John	O0001	GC-01; GC-02; GC-03
Dwyer, Sylvia	O0001	GC-01; GC-02; GC-03
Dwyer, Virginia	O0001	GC-01; GC-02; GC-03
Dybel, Sandra	O0001	GC-01; GC-02; GC-03
Dybel, Donald	O0001	GC-01; GC-02; GC-03
Dyer, Doug	O0001	GC-01; GC-02; GC-03
Dyer, Dacia	O0001	GC-01; GC-02; GC-03
Dyke, William	O0001	GC-01; GC-02; GC-03
E.P.	O0001	GC-01; GC-02; GC-03
Eads, Shirley	O0001	GC-01; GC-02; GC-03
Eames, Cheryl	O0001	GC-01; GC-02; GC-03
Eames, Lee	O0001	GC-01; GC-02; GC-03
Earl, May	O0001	GC-01; GC-02; GC-03
Early, Serena	O0001	GC-01; GC-02; GC-03
Easley, Jackie	O0001	GC-01; GC-02; GC-03
East, Lawrence	O0001	GC-01; GC-02; GC-03
Easter, Darrel	O0001	GC-01; GC-02; GC-03
Eastman, Daniel	O0001	GC-01; GC-02; GC-03
Eaton, Jeffrey	O0001	GC-01; GC-02; GC-03
Ebanks, Victoria	O0001	GC-01; GC-02; GC-03
Eberl, Karuna	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Ebner, Maureen	O0001	GC-01; GC-02; GC-03
Eccles, Rita	O0001	GC-01; GC-02; GC-03
Eckberg, Brenda	O0001	GC-01; GC-02; GC-03
Ecker, Christopher	O0001	GC-01; GC-02; GC-03
Eckert, Jacqueline	O0001	GC-01; GC-02; GC-03
Eckles, Sabrina	O0001	GC-01; GC-02; GC-03
Eckstein, Curtis	O0001	GC-01; GC-02; GC-03
Eco, Keith	O0001	GC-01; GC-02; GC-03
Edell, Elaine	O0001	GC-01; GC-02; GC-03
Eder, John	O0001	GC-01; GC-02; GC-03
Edgar, Jamie	O0001	GC-01; GC-02; GC-03
Edmondson, Nancy	O0001	GC-01; GC-02; GC-03
Edmonson, Nancy	O0001	GC-01; GC-02; GC-03
Edwards, Cynthia	O0001	GC-01; GC-02; GC-03
Edwards, J. Elise	O0001	GC-01; GC-02; GC-03
Edwards, Jessica	O0001	GC-01; GC-02; GC-03
Edwards, Elizabeth Carol	O0001	GC-01; GC-02; GC-03
Edwards, Monique	O0001	GC-01; GC-02; GC-03
Edwins, Sandra	O0001	GC-01; GC-02; GC-03
Effner, Lindsey	O0001	GC-01; GC-02; GC-03
Eggleston, Patrick	O0001	GC-01; GC-02; GC-03
Egtvedt, Hilkka	O0001	GC-01; GC-02; GC-03
Ehmke, Jessica	O0001	GC-01; GC-02; GC-03
Ehnes, Tiffany	O0001	GC-01; GC-02; GC-03
Ehrlich, Isaac	O0001	GC-01; GC-02; GC-03
Eichner, Michael	O0001	GC-01; GC-02; GC-03
Eicholtz, Dennis	O0001	GC-01; GC-02; GC-03
Eike, Ronald	O0001	GC-01; GC-02; GC-03
Eikeland, Karen	O0001	GC-01; GC-02; GC-03
Eikenbary, Susan	O0001	GC-01; GC-02; GC-03
Eiland, Fred	O0001	GC-01; GC-02; GC-03
Eirten, Jonathan	O0001	GC-01; GC-02; GC-03
Eisenberg, Andrea	O0001	GC-01; GC-02; GC-03
Eisler, Laurie	O0001	GC-01; GC-02; GC-03
Elder, Jennifer	O0001	GC-01; GC-02; GC-03
Elder, Debra	O0001	GC-01; GC-02; GC-03
Elder, Gregory	O0001	GC-01; GC-02; GC-03
Eldridge, Sara	O0001	GC-01; GC-02; GC-03
Eldridge, Robyn	O0001	GC-01; GC-02; GC-03
Elia, Marguerite	O0001	GC-01; GC-02; GC-03
Elia-Eller, Denise	O0001	GC-01; GC-02; GC-03
Elizondo, Cassie	O0001	GC-01; GC-02; GC-03
Elkins, E.	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Ellette, Marian</i>	O0001	GC-01; GC-02; GC-03
<i>Ellinger, William</i>	O0001	GC-01; GC-02; GC-03
<i>Ellingshuysen, Conner</i>	O0001	GC-01; GC-02; GC-03
<i>Ellingwood, Erin</i>	O0001	GC-01; GC-02; GC-03
<i>Elliott, Miriam</i>	O0001	GC-01; GC-02; GC-03
<i>Elliott, Naomi</i>	O0001	GC-01; GC-02; GC-03
<i>Elliott, Sherry</i>	O0001	GC-01; GC-02; GC-03
<i>Elliott, Allen</i>	O0001	GC-01; GC-02; GC-03
<i>Elliott, Justin</i>	O0001	GC-01; GC-02; GC-03
<i>Elliott, Len</i>	O0001	GC-01; GC-02; GC-03
<i>Elliott, Shannon</i>	O0001	GC-01; GC-02; GC-03
<i>Elliott, Vince</i>	O0001	GC-01; GC-02; GC-03
<i>Ellis, Aimee Dars</i>	O0001	GC-01; GC-02; GC-03
<i>Ellis, Donna</i>	O0001	GC-01; GC-02; GC-03
<i>Ellis, Norm</i>	O0001	GC-01; GC-02; GC-03
<i>Ellis, Carol</i>	O0001	GC-01; GC-02; GC-03
<i>Ellis, Graham</i>	O0001	GC-01; GC-02; GC-03
<i>Ellis, Jan</i>	O0001	GC-01; GC-02; GC-03
<i>Ellis, Joann</i>	O0001	GC-01; GC-02; GC-03
<i>Ellis, Judith</i>	O0001	GC-01; GC-02; GC-03
<i>Ellis, Mary Carlisle</i>	O0001	GC-01; GC-02; GC-03
<i>Ellis, Maureen</i>	O0001	GC-01; GC-02; GC-03
<i>Ellis, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Ellois, Austin</i>	O0001	GC-01; GC-02; GC-03
<i>Elly, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Elmer, Timothy</i>	O0001	GC-01; GC-02; GC-03
<i>Elrod, Elizabeth</i>	O0001	GC-01; GC-02; GC-03
<i>Elster, Evelyn</i>	O0001	GC-01; GC-02; GC-03
<i>Elvira, Concepcion</i>	O0001	GC-01; GC-02; GC-03
<i>Emanuel, Katrina</i>	O0001	GC-01; GC-02; GC-03
<i>Embers, Marrey</i>	O0001	GC-01; GC-02; GC-03
<i>Embry, Regina</i>	O0001	GC-01; GC-02; GC-03
<i>Emerick, Craig</i>	O0001	GC-01; GC-02; GC-03
<i>Emerle-Sifuentes, Jennifer</i>	O0001	GC-01; GC-02; GC-03
<i>Emerson, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Emerson, C.</i>	O0001	GC-01; GC-02; GC-03
<i>Emerson, Kim</i>	O0001	GC-01; GC-02; GC-03
<i>Emery, Pam</i>	O0001	GC-01; GC-02; GC-03
<i>Emery, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Emmons, Adeline</i>	O0001	GC-01; GC-02; GC-03
<i>Emshoff, Arthur</i>	O0001	GC-01; GC-02; GC-03
<i>Endicott, Brent</i>	O0001	GC-01; GC-02; GC-03
<i>Endres, Heidi</i>	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Endres, Terry</i>	O0001	GC-01; GC-02; GC-03
<i>Engel, Carol</i>	O0001	GC-01; GC-02; GC-03
<i>Engel, Gordon</i>	O0001	GC-01; GC-02; GC-03
<i>Engell, Dana</i>	O0001	GC-01; GC-02; GC-03
<i>Engelsman, Kate</i>	O0001	GC-01; GC-02; GC-03
<i>Englander, Stephen</i>	O0001	GC-01; GC-02; GC-03
<i>Engler, Carol</i>	O0001	GC-01; GC-02; GC-03
<i>Engler, Pam</i>	O0001	GC-01; GC-02; GC-03
<i>Englert, Philip</i>	O0001	GC-01; GC-02; GC-03
<i>English, Robb</i>	O0001	GC-01; GC-02; GC-03
<i>English, Kim</i>	O0001	GC-01; GC-02; GC-03
<i>English, Shirley</i>	O0001	GC-01; GC-02; GC-03
<i>Engonidis, Peter</i>	O0001	GC-01; GC-02; GC-03
<i>Ennis, Ryan</i>	O0001	GC-01; GC-02; GC-03
<i>Epley, Cherie</i>	O0001	GC-01; GC-02; GC-03
<i>Epp, Hollie</i>	O0001	GC-01; GC-02; GC-03
<i>Eppinger, Betsy</i>	O0001	GC-01; GC-02; GC-03
<i>Epstein, Kelly</i>	O0001	GC-01; GC-02; GC-03
<i>Epstein, Sarah</i>	O0001	GC-01; GC-02; GC-03
<i>Erba, Antonino</i>	O0001	GC-01; GC-02; GC-03
<i>Erbacher, Kathy</i>	O0001	GC-01; GC-02; GC-03
<i>Erbs, Lori</i>	O0001	GC-01; GC-02; GC-03
<i>Erceg, George</i>	O0001	GC-01; GC-02; GC-03
<i>Erdeljac, Joseph</i>	O0001	GC-01; GC-02; GC-03
<i>Erdmann, Donette</i>	O0001	GC-01; GC-02; GC-03
<i>Erickson, Ron</i>	O0001	GC-01; GC-02; GC-03
<i>Erickson, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Erickson, Kriss</i>	O0001	GC-01; GC-02; GC-03
<i>Erickson, Lynda</i>	O0001	GC-01; GC-02; GC-03
<i>Erie, Donna</i>	O0001	GC-01; GC-02; GC-03
<i>Erlitz, Fran</i>	O0001	GC-01; GC-02; GC-03
<i>Errante, Kathryn</i>	O0001	GC-01; GC-02; GC-03
<i>Errichetti, Dara</i>	O0001	GC-01; GC-02; GC-03
<i>Errington, William</i>	O0001	GC-01; GC-02; GC-03
<i>Erris, Stu</i>	O0001	GC-01; GC-02; GC-03
<i>Ervin, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Erwin, Patty</i>	O0001	GC-01; GC-02; GC-03
<i>Escobar, Victor</i>	O0001	GC-01; GC-02; GC-03
<i>Eshbaugh, Missie</i>	O0001	GC-01; GC-02; GC-03
<i>Eskew, Jerry</i>	O0001	GC-01; GC-02; GC-03
<i>Espamer, Kathleen</i>	O0001	GC-01; GC-02; GC-03
<i>Espe, Gregory</i>	O0001	GC-01; GC-02; GC-03
<i>Espeseth, Robert</i>	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Espinoza, Gabriela	O0001	GC-01; GC-02; GC-03
Esposito, Dan	O0001	GC-01; GC-02; GC-03
Esposito, Jeanne	O0001	GC-01; GC-02; GC-03
Esslinger, Angela	O0001	GC-01; GC-02; GC-03
Esson, Genevieve	O0001	GC-01; GC-02; GC-03
Estel, Karen	O0001	GC-01; GC-02; GC-03
Estergomy, Beth	O0001	GC-01; GC-02; GC-03
Estes, Evelyn	O0001	GC-01; GC-02; GC-03
Estok, Karen	O0001	GC-01; GC-02; GC-03
Etapa, Christine	O0001	GC-01; GC-02; GC-03
Ethridge, Diane	O0001	GC-01; GC-02; GC-03
Etter, Kenneth	O0001	GC-01; GC-02; GC-03
Eudy, Elaine	O0001	GC-01; GC-02; GC-03
Euripides, Vincenza	O0001	GC-01; GC-02; GC-03
Evan, V.	O0001	GC-01; GC-02; GC-03
Evans, Pamela	O0001	GC-01; GC-02; GC-03
Evans, Eric	O0001	GC-01; GC-02; GC-03
Evans, Hildegarde	O0001	GC-01; GC-02; GC-03
Evans, Judith	O0001	GC-01; GC-02; GC-03
Evans, Kersti	O0001	GC-01; GC-02; GC-03
Evans, M.	O0001	GC-01; GC-02; GC-03
Evans, Noah	O0001	GC-01; GC-02; GC-03
Evans, Susan	O0001	GC-01; GC-02; GC-03
Evans-Ford, Sharon	O0001	GC-01; GC-02; GC-03
Everett, John	O0001	GC-01; GC-02; GC-03
Evers, Marcia	O0001	GC-01; GC-02; GC-03
Eversole, April	O0001	GC-01; GC-02; GC-03
Evert, Herbert	O0001	GC-01; GC-02; GC-03
Ewald, Chris	O0001	GC-01; GC-02; GC-03
Ewert, Gregg	O0001	GC-01; GC-02; GC-03
Exline, Sara Ann	O0001	GC-01; GC-02; GC-03
Eyclesheimer, Susan	O0001	GC-01; GC-02; GC-03
Eyring, Anna	O0001	GC-01; GC-02; GC-03
Fabian, Linda	O0001	GC-01; GC-02; GC-03
Fabiano, Donna	O0001	GC-01; GC-02; GC-03
Fadden, Heather	O0001	GC-01; GC-02; GC-03
Fago, Scotty	O0001	GC-01; GC-02; GC-03
Fahrenwald, Gill	O0001	GC-01; GC-02; GC-03
Fahrer, Victor	O0001	GC-01; GC-02; GC-03
Faich, Ron	O0001	GC-01; GC-02; GC-03
Fain, R.	O0001	GC-01; GC-02; GC-03
Falck-Madsen, Judith	O0001	GC-01; GC-02; GC-03
Falcon, Jenn	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Falcone, Janet	O0001	GC-01; GC-02; GC-03
Faldzinski, Doreen	O0001	GC-01; GC-02; GC-03
Falk, Ray	O0001	GC-01; GC-02; GC-03
Falk, Diane	O0001	GC-01; GC-02; GC-03
Falkoff, Maury	O0001	GC-01; GC-02; GC-03
Fallaw, Jenna	O0001	GC-01; GC-02; GC-03
Fallis, Jane	O0001	GC-01; GC-02; GC-03
Fallon, Ellen	O0001	GC-01; GC-02; GC-03
Falls, Richard	O0001	GC-01; GC-02; GC-03
Family, Susang-Talamo	O0001	GC-01; GC-02; GC-03
Famorca, Sharon	O0001	GC-01; GC-02; GC-03
Fanestil, Abigail Ann	O0001	GC-01; GC-02; GC-03
Fanrak, Martin	O0001	GC-01; GC-02; GC-03
Fanto, Joseph	O0001	GC-01; GC-02; GC-03
Farley, Barry	O0001	GC-01; GC-02; GC-03
Farley, Chanda	O0001	GC-01; GC-02; GC-03
Farmer, Colleen	O0001	GC-01; GC-02; GC-03
Farmer, Bonnie	O0001	GC-01; GC-02; GC-03
Farnsworth, Stu	O0001	GC-01; GC-02; GC-03
Farr, Cary	O0001	GC-01; GC-02; GC-03
Farr, Mary	O0001	GC-01; GC-02; GC-03
Farrell, Tim	O0001	GC-01; GC-02; GC-03
Farrell, Jim	O0001	GC-01; GC-02; GC-03
Farris, Peter	O0001	GC-01; GC-02; GC-03
Farwell, Geralyn	O0001	GC-01; GC-02; GC-03
Fasano, Richard	O0001	GC-01; GC-02; GC-03
Fasca, Patrick	O0001	GC-01; GC-02; GC-03
Fass, Arline	O0001	GC-01; GC-02; GC-03
Fast, Linda	O0001	GC-01; GC-02; GC-03
Faunce, Sherrill	O0001	GC-01; GC-02; GC-03
Faure, Louis	O0001	GC-01; GC-02; GC-03
Faust, Jeanne	O0001	GC-01; GC-02; GC-03
Fauth, Sheila	O0001	GC-01; GC-02; GC-03
Fawcett, Ann	O0001	GC-01; GC-02; GC-03
Fearnow, Justine	O0001	GC-01; GC-02; GC-03
Feder, Melanie	O0001	GC-01; GC-02; GC-03
Fedorov, Karen	O0001	GC-01; GC-02; GC-03
Fedorsky, Tsar	O0001	GC-01; GC-02; GC-03
Fegan, Mike	O0001	GC-01; GC-02; GC-03
Fehr, Angelique	O0001	GC-01; GC-02; GC-03
Fehr, Richard	O0001	GC-01; GC-02; GC-03
Feichtinger, Dennis	O0001	GC-01; GC-02; GC-03
Feig, A.	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Feil, Fran</i>	O0001	GC-01; GC-02; GC-03
<i>Feingold, Howard</i>	O0001	GC-01; GC-02; GC-03
<i>Fejes, Suzanne</i>	O0001	GC-01; GC-02; GC-03
<i>Feke, Renny</i>	O0001	GC-01; GC-02; GC-03
<i>Felch, Shelley</i>	O0001	GC-01; GC-02; GC-03
<i>Feldman, Irene</i>	O0001	GC-01; GC-02; GC-03
<i>Felix, Andrew</i>	O0001	GC-01; GC-02; GC-03
<i>Felix, Ashley</i>	O0001	GC-01; GC-02; GC-03
<i>Felker, Rose</i>	O0001	GC-01; GC-02; GC-03
<i>Fellabaum, Wayne</i>	O0001	GC-01; GC-02; GC-03
<i>Felton, John</i>	O0001	GC-01; GC-02; GC-03
<i>Fensterer, William</i>	O0001	GC-01; GC-02; GC-03
<i>Ferguson, Brian</i>	O0001	GC-01; GC-02; GC-03
<i>Ferguson, Cindy</i>	O0001	GC-01; GC-02; GC-03
<i>Ferguson, Mike</i>	O0001	GC-01; GC-02; GC-03
<i>Ferguson, Vickie</i>	O0001	GC-01; GC-02; GC-03
<i>Ferguson, Vicki</i>	O0001	GC-01; GC-02; GC-03
<i>Ferman, Pam</i>	O0001	GC-01; GC-02; GC-03
<i>Fernande, Fournier</i>	O0001	GC-01; GC-02; GC-03
<i>Fernandes, Ana-Paula</i>	O0001	GC-01; GC-02; GC-03
<i>Fernandez, Beth</i>	O0001	GC-01; GC-02; GC-03
<i>Fernandez, Yvette</i>	O0001	GC-01; GC-02; GC-03
<i>Ferneyhough, Richard</i>	O0001	GC-01; GC-02; GC-03
<i>Ferrara, Antoinette</i>	O0001	GC-01; GC-02; GC-03
<i>Ferrigno, Mary</i>	O0001	GC-01; GC-02; GC-03
<i>Ferster, Bernard</i>	O0001	GC-01; GC-02; GC-03
<i>Fertig, Shayna</i>	O0001	GC-01; GC-02; GC-03
<i>Fertig, Asano</i>	O0001	GC-01; GC-02; GC-03
<i>Fetter, Sharon</i>	O0001	GC-01; GC-02; GC-03
<i>Fexis, Deborah</i>	O0001	GC-01; GC-02; GC-03
<i>Fickling, Sarah</i>	O0001	GC-01; GC-02; GC-03
<i>Fiegel, Bonnie</i>	O0001	GC-01; GC-02; GC-03
<i>Field, Siobhan</i>	O0001	GC-01; GC-02; GC-03
<i>Fielden, Kari</i>	O0001	GC-01; GC-02; GC-03
<i>Fielder, L.</i>	O0001	GC-01; GC-02; GC-03
<i>Fieldman, Amanda</i>	O0001	GC-01; GC-02; GC-03
<i>Fields, Elizabeth</i>	O0001	GC-01; GC-02; GC-03
<i>Fields, Mark J.</i>	O0001	GC-01; GC-02; GC-03
<i>Fifer, Dolores</i>	O0001	GC-01; GC-02; GC-03
<i>Fifer, Nancy</i>	O0001	GC-01; GC-02; GC-03
<i>Figman, Janice</i>	O0001	GC-01; GC-02; GC-03
<i>Filas, Tamara</i>	O0001	GC-01; GC-02; GC-03
<i>Filkins, Joanne</i>	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Finamore, Scott</i>	O0001	GC-01; GC-02; GC-03
<i>Findley, Gail</i>	O0001	GC-01; GC-02; GC-03
<i>Fine, Cindy</i>	O0001	GC-01; GC-02; GC-03
<i>Fink, Brian</i>	O0001	GC-01; GC-02; GC-03
<i>Fink, Patti</i>	O0001	GC-01; GC-02; GC-03
<i>Finkel, David</i>	O0001	GC-01; GC-02; GC-03
<i>Finn, Zachary</i>	O0001	GC-01; GC-02; GC-03
<i>Finnegan, Pam</i>	O0001	GC-01; GC-02; GC-03
<i>Fiorini, Liliana</i>	O0001	GC-01; GC-02; GC-03
<i>Firth, Shawn</i>	O0001	GC-01; GC-02; GC-03
<i>Fisch, Greg</i>	O0001	GC-01; GC-02; GC-03
<i>Fischer, David</i>	O0001	GC-01; GC-02; GC-03
<i>Fischer, Donald P.</i>	O0001	GC-01; GC-02; GC-03
<i>Fischer, Elaine</i>	O0001	GC-01; GC-02; GC-03
<i>Fischer, Jamie</i>	O0001	GC-01; GC-02; GC-03
<i>Fischer, Quentin</i>	O0001	GC-01; GC-02; GC-03
<i>Fischer, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Fish, David</i>	O0001	GC-01; GC-02; GC-03
<i>Fish, Jason</i>	O0001	GC-01; GC-02; GC-03
<i>Fish, Douglas</i>	O0001	GC-01; GC-02; GC-03
<i>Fish, Richard</i>	O0001	GC-01; GC-02; GC-03
<i>Fisher, Andrew</i>	O0001	GC-01; GC-02; GC-03
<i>Fisher, Kimberley</i>	O0001	GC-01; GC-02; GC-03
<i>Fisher, Myrna</i>	O0001	GC-01; GC-02; GC-03
<i>Fisher, Ronald</i>	O0001	GC-01; GC-02; GC-03
<i>Fisher, Tammy</i>	O0001	GC-01; GC-02; GC-03
<i>Fisher, Amy</i>	O0001	GC-01; GC-02; GC-03
<i>Fisher, Arlene</i>	O0001	GC-01; GC-02; GC-03
<i>Fisher, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Fisher, Laurie</i>	O0001	GC-01; GC-02; GC-03
<i>Fiske, Constance</i>	O0001	GC-01; GC-02; GC-03
<i>Fister, Lee</i>	O0001	GC-01; GC-02; GC-03
<i>Fitch, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Fitch, James H.</i>	O0001	GC-01; GC-02; GC-03
<i>Fite, Austin</i>	O0001	GC-01; GC-02; GC-03
<i>Fitz, Fran</i>	O0001	GC-01; GC-02; GC-03
<i>Fitzpatrick, Alison</i>	O0001	GC-01; GC-02; GC-03
<i>Fladager, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Fladger, Robert</i>	O0001	GC-01; GC-02; GC-03
<i>Flaherty, Ruth</i>	O0001	GC-01; GC-02; GC-03
<i>Flanagan, Chris</i>	O0001	GC-01; GC-02; GC-03
<i>Flanagan, Marianne</i>	O0001	GC-01; GC-02; GC-03
<i>Flanagan, Pat</i>	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Flanders, Pam	O0001	GC-01; GC-02; GC-03
Flanders, Gail	O0001	GC-01; GC-02; GC-03
Flanz, Anne	O0001	GC-01; GC-02; GC-03
Flashman, Irwin	O0001	GC-01; GC-02; GC-03
Fleck, Char	O0001	GC-01; GC-02; GC-03
Fleischaker, Gail	O0001	GC-01; GC-02; GC-03
Fleischer, Tim	O0001	GC-01; GC-02; GC-03
Fleming, Denille	O0001	GC-01; GC-02; GC-03
Fleming, Dennis	O0001	GC-01; GC-02; GC-03
Fleming, Jennifer	O0001	GC-01; GC-02; GC-03
Fleming, Karen	O0001	GC-01; GC-02; GC-03
Fleming, Laura	O0001	GC-01; GC-02; GC-03
Fleming, Mary Ann	O0001	GC-01; GC-02; GC-03
Fleming, Nancy	O0001	GC-01; GC-02; GC-03
Fleming, V. Alison	O0001	GC-01; GC-02; GC-03
Fletcher, Judith	O0001	GC-01; GC-02; GC-03
Flis, Jerry	O0001	GC-01; GC-02; GC-03
Floersch, Elizabeth	O0001	GC-01; GC-02; GC-03
Florenzen, Cynthia	O0001	GC-01; GC-02; GC-03
Florio, Dawn	O0001	GC-01; GC-02; GC-03
Flory, Kevin	O0001	GC-01; GC-02; GC-03
Flounlacker, Karen	O0001	GC-01; GC-02; GC-03
Flowers, Curtis	O0001	GC-01; GC-02; GC-03
Floyd, Gregory	O0001	GC-01; GC-02; GC-03
Fluker, Nelson	O0001	GC-01; GC-02; GC-03
Flyer, Lizabeth	O0001	GC-01; GC-02; GC-03
Fobes, Deborah	O0001	GC-01; GC-02; GC-03
Foerst, Barb	O0001	GC-01; GC-02; GC-03
Fogarty, Dan and Paula	O0001	GC-01; GC-02; GC-03
Fogarty, C.J.	O0001	GC-01; GC-02; GC-03
Fogg, Jill	O0001	GC-01; GC-02; GC-03
Foglia, Diane	O0001	GC-01; GC-02; GC-03
Foisy, Jeremy	O0001	GC-01; GC-02; GC-03
Fojtasek, Anne	O0001	GC-01; GC-02; GC-03
Foley, Erin	O0001	GC-01; GC-02; GC-03
Foley, Lisa	O0001	GC-01; GC-02; GC-03
Foley, Patricia	O0001	GC-01; GC-02; GC-03
Foley, Susan	O0001	GC-01; GC-02; GC-03
Folkerts, Val	O0001	GC-01; GC-02; GC-03
Fonda, Thomas	O0001	GC-01; GC-02; GC-03
Fonferko, Eileen	O0001	GC-01; GC-02; GC-03
Fonken, Miryam	O0001	GC-01; GC-02; GC-03
Fontain, Shawn	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Fontenot, Craig	O0001	GC-01; GC-02; GC-03
Fontenot, Dawne	O0001	GC-01; GC-02; GC-03
Fooks, Gloria	O0001	GC-01; GC-02; GC-03
Foran, Rochelle	O0001	GC-01; GC-02; GC-03
Forbes, David	O0001	GC-01; GC-02; GC-03
Forbes, Ella	O0001	GC-01; GC-02; GC-03
Ford, Shalese	O0001	GC-01; GC-02; GC-03
Ford, Diana	O0001	GC-01; GC-02; GC-03
Ford, Linda	O0001	GC-01; GC-02; GC-03
Forde, Diane	O0001	GC-01; GC-02; GC-03
Forehand, Jessica	O0001	GC-01; GC-02; GC-03
Forero, James	O0001	GC-01; GC-02; GC-03
Forest, Paulette	O0001	GC-01; GC-02; GC-03
Forman, Fay	O0001	GC-01; GC-02; GC-03
Forman, Carole	O0001	GC-01; GC-02; GC-03
Forman, Janet	O0001	GC-01; GC-02; GC-03
Forney, Kathy	O0001	GC-01; GC-02; GC-03
Forrest, Jennifer	O0001	GC-01; GC-02; GC-03
Forschner, Jillian	O0001	GC-01; GC-02; GC-03
Forstrom, Shay	O0001	GC-01; GC-02; GC-03
Fort, Lisa	O0001	GC-01; GC-02; GC-03
Fortes, Lisa	O0001	GC-01; GC-02; GC-03
Fortgang, Mindye	O0001	GC-01; GC-02; GC-03
Fosburgh, Eric	O0001	GC-01; GC-02; GC-03
Foscherari, Dolores	O0001	GC-01; GC-02; GC-03
Foskett, Maryanna	O0001	GC-01; GC-02; GC-03
Foss, Christine	O0001	GC-01; GC-02; GC-03
Fossa, Wendy	O0001	GC-01; GC-02; GC-03
Foster, Delaina	O0001	GC-01; GC-02; GC-03
Foster, Judith	O0001	GC-01; GC-02; GC-03
Foster, Leah	O0001	GC-01; GC-02; GC-03
Foster, Lorraine	O0001	GC-01; GC-02; GC-03
Foster, Penelope	O0001	GC-01; GC-02; GC-03
Foster, Stephanie	O0001	GC-01; GC-02; GC-03
Foster, Tracy	O0001	GC-01; GC-02; GC-03
Foster-Brooks, Linda	O0001	GC-01; GC-02; GC-03
Fotos, Janet	O0001	GC-01; GC-02; GC-03
Fouche, David	O0001	GC-01; GC-02; GC-03
Fowler, Gyla	O0001	GC-01; GC-02; GC-03
Fowler, Elena	O0001	GC-01; GC-02; GC-03
Fowler, Robert	O0001	GC-01; GC-02; GC-03
Fowler, Sharon	O0001	GC-01; GC-02; GC-03
Fowlkes, Richard	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Fox, Gene	O0001	GC-01; GC-02; GC-03
Fox, H.	O0001	GC-01; GC-02; GC-03
Fox, Janie	O0001	GC-01; GC-02; GC-03
Fox, Martha	O0001	GC-01; GC-02; GC-03
Fox, Stephanie C.	O0001	GC-01; GC-02; GC-03
Fox, Tana	O0001	GC-01; GC-02; GC-03
Fox, Kathleen	O0001	GC-01; GC-02; GC-03
Fox, R.	O0001	GC-01; GC-02; GC-03
Fraidstern, Janet	O0001	GC-01; GC-02; GC-03
France, Tom	O0001	GC-01; GC-02; GC-03
Franchi, Irena	O0001	GC-01; GC-02; GC-03
Francis, Marta	O0001	GC-01; GC-02; GC-03
Franco, Diana	O0001	GC-01; GC-02; GC-03
Frandsen, Karla	O0001	GC-01; GC-02; GC-03
Frangos, Kate	O0001	GC-01; GC-02; GC-03
Frank, Andrea	O0001	GC-01; GC-02; GC-03
Frank, Dave	O0001	GC-01; GC-02; GC-03
Frank, Jeannie	O0001	GC-01; GC-02; GC-03
Frank, Michael	O0001	GC-01; GC-02; GC-03
Frank, Robert	O0001	GC-01; GC-02; GC-03
Frank, Sharon	O0001	GC-01; GC-02; GC-03
Frank, Yvette	O0001	GC-01; GC-02; GC-03
Franke, Mike	O0001	GC-01; GC-02; GC-03
Franklin, Charlotte	O0001	GC-01; GC-02; GC-03
Franklin, Margaret	O0001	GC-01; GC-02; GC-03
Franks, Bill	O0001	GC-01; GC-02; GC-03
Frankum, Pukibee	O0001	GC-01; GC-02; GC-03
Frantz-Crafton, Candy	O0001	GC-01; GC-02; GC-03
Franz, Sonja	O0001	GC-01; GC-02; GC-03
Franz, Sandra	O0001	GC-01; GC-02; GC-03
Frascone, Joe	O0001	GC-01; GC-02; GC-03
Fraser, Mark	O0001	GC-01; GC-02; GC-03
Fraser, Evelyn	O0001	GC-01; GC-02; GC-03
Fray, Antje	O0001	GC-01; GC-02; GC-03
Fray, Linley	O0001	GC-01; GC-02; GC-03
Frazier, Dianne	O0001	GC-01; GC-02; GC-03
Frazier, Kim	O0001	GC-01; GC-02; GC-03
Fredenburg, Frank	O0001	GC-01; GC-02; GC-03
Frederickson, Bryn	O0001	GC-01; GC-02; GC-03
Fredricks, Joanne	O0001	GC-01; GC-02; GC-03
Fredrickson, Karen	O0001	GC-01; GC-02; GC-03
Freed, David	O0001	GC-01; GC-02; GC-03
Freedman, Peter	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Freeman, Amy	O0001	GC-01; GC-02; GC-03
Freeman, Lisa	O0001	GC-01; GC-02; GC-03
Freeman, Edward	O0001	GC-01; GC-02; GC-03
Freer, Tiffany	O0001	GC-01; GC-02; GC-03
Freese, Marilyn	O0001	GC-01; GC-02; GC-03
Fregin, N.J.	O0001	GC-01; GC-02; GC-03
Freire, Katrina	O0001	GC-01; GC-02; GC-03
Fremont, Lisa	O0001	GC-01; GC-02; GC-03
French, Ken	O0001	GC-01; GC-02; GC-03
French, Leeann	O0001	GC-01; GC-02; GC-03
French, Nina	O0001	GC-01; GC-02; GC-03
Freson, Neil	O0001	GC-01; GC-02; GC-03
Frethem, Gail	O0001	GC-01; GC-02; GC-03
Freund, Helga	O0001	GC-01; GC-02; GC-03
Frey, Erin	O0001	GC-01; GC-02; GC-03
Frey, Kimberly	O0001	GC-01; GC-02; GC-03
Frey, Oren	O0001	GC-01; GC-02; GC-03
Freyer, Nancy	O0001	GC-01; GC-02; GC-03
Friar, Beth	O0001	GC-01; GC-02; GC-03
Fricano, Jean	O0001	GC-01; GC-02; GC-03
Fricke, Brett	O0001	GC-01; GC-02; GC-03
Friedland, Rachel	O0001	GC-01; GC-02; GC-03
Friedman, Esther	O0001	GC-01; GC-02; GC-03
Friedman, Ann	O0001	GC-01; GC-02; GC-03
Friedman, Melissa	O0001	GC-01; GC-02; GC-03
Friedman, Michael	O0001	GC-01; GC-02; GC-03
Friedman, Michele	O0001	GC-01; GC-02; GC-03
Friedrichs, Laura	O0001	GC-01; GC-02; GC-03
Friends, Karen	O0001	GC-01; GC-02; GC-03
Fries, Charlotte	O0001	GC-01; GC-02; GC-03
Frischkorn, Mary	O0001	GC-01; GC-02; GC-03
Frisk, George	O0001	GC-01; GC-02; GC-03
Fritts, Susan	O0001	GC-01; GC-02; GC-03
Fritz, Ron	O0001	GC-01; GC-02; GC-03
Fromberg, Jeff	O0001	GC-01; GC-02; GC-03
Frost, Michele	O0001	GC-01; GC-02; GC-03
Frost, Maryann	O0001	GC-01; GC-02; GC-03
Fry, Caitlin	O0001	GC-01; GC-02; GC-03
Fry, Meredith	O0001	GC-01; GC-02; GC-03
Fryar, Steven	O0001	GC-01; GC-02; GC-03
Frye, Donna	O0001	GC-01; GC-02; GC-03
Fryer, Ray	O0001	GC-01; GC-02; GC-03
Fuhrman, Jane	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Fuhs, Diane	O0001	GC-01; GC-02; GC-03
Fularczyk, Margaret	O0001	GC-01; GC-02; GC-03
Fuller, Geraldine	O0001	GC-01; GC-02; GC-03
Fuller, Marilyn	O0001	GC-01; GC-02; GC-03
Fuller, Patricia	O0001	GC-01; GC-02; GC-03
Fullerton, Richard	O0001	GC-01; GC-02; GC-03
Fulwider, Carolyn	O0001	GC-01; GC-02; GC-03
Fumarola, Aaron	O0001	GC-01; GC-02; GC-03
Funk, Luanne	O0001	GC-01; GC-02; GC-03
Fuqua, Chad	O0001	GC-01; GC-02; GC-03
Fura, David	O0001	GC-01; GC-02; GC-03
Furberg, Sven	O0001	GC-01; GC-02; GC-03
Furcha, Rae	O0001	GC-01; GC-02; GC-03
Furlong, Angie	O0001	GC-01; GC-02; GC-03
Furminger-Haist, Peggy	O0001	GC-01; GC-02; GC-03
Futrovsky, Rosemary	O0001	GC-01; GC-02; GC-03
Futterer, Joe	O0001	GC-01; GC-02; GC-03
Futterman, Sanja	O0001	GC-01; GC-02; GC-03
G., Ari	O0001	GC-01; GC-02; GC-03
G., Josh	O0001	GC-01; GC-02; GC-03
G., Tamara	O0001	GC-01; GC-02; GC-03
G.M.	O0001	GC-01; GC-02; GC-03
Gabbard, Nancy	O0001	GC-01; GC-02; GC-03
Gabrick, Kathe	O0001	GC-01; GC-02; GC-03
Gabriel, Candace	O0001	GC-01; GC-02; GC-03
Gac, Ce	O0001	GC-01; GC-02; GC-03
Gaddini, Olivia	O0001	GC-01; GC-02; GC-03
Gage, Karen	O0001	GC-01; GC-02; GC-03
Gagnon, Bruce	O0001	GC-01; GC-02; GC-03
Gaiser, Jorg	O0001	GC-01; GC-02; GC-03
Gajda, Jack	O0001	GC-01; GC-02; GC-03
Gajda, Mary Ann	O0001	GC-01; GC-02; GC-03
Galaif, Martha	O0001	GC-01; GC-02; GC-03
Galante, Susan	O0001	GC-01; GC-02; GC-03
Galbreath, Debbie	O0001	GC-01; GC-02; GC-03
Galczak, Wendy	O0001	GC-01; GC-02; GC-03
Gallagher, David	O0001	GC-01; GC-02; GC-03
Gallagher, Karen	O0001	GC-01; GC-02; GC-03
Gallagher, Michael	O0001	GC-01; GC-02; GC-03
Gallagher, Cathleen	O0001	GC-01; GC-02; GC-03
Gallanosa, Kristin	O0001	GC-01; GC-02; GC-03
Gallardo, Kathie	O0001	GC-01; GC-02; GC-03
Galligan, Kathleen	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Gallo, Joseph Folino	O0001	GC-01; GC-02; GC-03
Galloway, Craig	O0001	GC-01; GC-02; GC-03
Gambino, Katie	O0001	GC-01; GC-02; GC-03
Gammon, John	O0001	GC-01; GC-02; GC-03
Gandara, Melissa	O0001	GC-01; GC-02; GC-03
Gannon, Thomas	O0001	GC-01; GC-02; GC-03
Gannon, Sarah	O0001	GC-01; GC-02; GC-03
Gansle, Rose	O0001	GC-01; GC-02; GC-03
Garbart, Wendy M.	O0001	GC-01; GC-02; GC-03
Garber, Peter	O0001	GC-01; GC-02; GC-03
Garbrick, Kathe	O0001	GC-01; GC-02; GC-03
Garceau, Marcia	O0001	GC-01; GC-02; GC-03
Garcia, Andrea	O0001	GC-01; GC-02; GC-03
Garcia, Izabella	O0001	GC-01; GC-02; GC-03
Garcia, Beth	O0001	GC-01; GC-02; GC-03
Garcia, Erin	O0001	GC-01; GC-02; GC-03
Garcia, Jeffery	O0001	GC-01; GC-02; GC-03
Garcia, Joann	O0001	GC-01; GC-02; GC-03
Garcia, Lita	O0001	GC-01; GC-02; GC-03
Gardner, Chris	O0001	GC-01; GC-02; GC-03
Gardner, Joy	O0001	GC-01; GC-02; GC-03
Gardner, Susan	O0001	GC-01; GC-02; GC-03
Gardner, Sylvia	O0001	GC-01; GC-02; GC-03
Gardner, Gary	O0001	GC-01; GC-02; GC-03
Gardner, Thomas	O0001	GC-01; GC-02; GC-03
Garescher, Marie	O0001	GC-01; GC-02; GC-03
Garfinkel, Nina	O0001	GC-01; GC-02; GC-03
Gargiulo, Peter	O0001	GC-01; GC-02; GC-03
Garland, K.R.	O0001	GC-01; GC-02; GC-03
Garland, Steve	O0001	GC-01; GC-02; GC-03
Garmon, Toni	O0001	GC-01; GC-02; GC-03
Garner, Peggy	O0001	GC-01; GC-02; GC-03
Garner, Rod	O0001	GC-01; GC-02; GC-03
Garner, Deborah	O0001	GC-01; GC-02; GC-03
Garnett, Ellen	O0001	GC-01; GC-02; GC-03
Garratt, Liz	O0001	GC-01; GC-02; GC-03
Garrecht, Jamila	O0001	GC-01; GC-02; GC-03
Garrell, Melody	O0001	GC-01; GC-02; GC-03
Garretson, Jean	O0001	GC-01; GC-02; GC-03
Garrett, Geoffrey	O0001	GC-01; GC-02; GC-03
Garrett, Benjamin	O0001	GC-01; GC-02; GC-03
Garrett, Ramara	O0001	GC-01; GC-02; GC-03
Garrison, Alisa	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Garrison, Henry	O0001	GC-01; GC-02; GC-03
Garrity, Coleen	O0001	GC-01; GC-02; GC-03
Garsson, Jane	O0001	GC-01; GC-02; GC-03
Garvey, Lydia	O0001	GC-01; GC-02; GC-03
Garvey, Rita	O0001	GC-01; GC-02; GC-03
Gasco, Christine	O0001	GC-01; GC-02; GC-03
Gash, Sean	O0001	GC-01; GC-02; GC-03
Gashlin, Patty	O0001	GC-01; GC-02; GC-03
Gaskill, Sharon	O0001	GC-01; GC-02; GC-03
Gasperoni, John	O0001	GC-01; GC-02; GC-03
Gaston, Cherie	O0001	GC-01; GC-02; GC-03
Gates, Stephanie	O0001	GC-01; GC-02; GC-03
Gates, Adelle	O0001	GC-01; GC-02; GC-03
Gates, Nancy	O0001	GC-01; GC-02; GC-03
Gatto, Dana	O0001	GC-01; GC-02; GC-03
Gattuso, Jerry	O0001	GC-01; GC-02; GC-03
Gaudet, Robert	O0001	GC-01; GC-02; GC-03
Gaudet, Lenore	O0001	GC-01; GC-02; GC-03
Gault, Carol	O0001	GC-01; GC-02; GC-03
Gavin, Eileen	O0001	GC-01; GC-02; GC-03
Gavison, Sarah	O0001	GC-01; GC-02; GC-03
Gay, Larry	O0001	GC-01; GC-02; GC-03
Gay, Elizabeth	O0001	GC-01; GC-02; GC-03
Gayhardt, J.C.	O0001	GC-01; GC-02; GC-03
Gaylor, Jason	O0001	GC-01; GC-02; GC-03
Gaylor, Linda	O0001	GC-01; GC-02; GC-03
Gearing, Jeff	O0001	GC-01; GC-02; GC-03
Geer, Marjorie	O0001	GC-01; GC-02; GC-03
Gehrke, Jay	O0001	GC-01; GC-02; GC-03
Gehrs, Mindy	O0001	GC-01; GC-02; GC-03
Geier, Cheryl	O0001	GC-01; GC-02; GC-03
Geiger, Lori	O0001	GC-01; GC-02; GC-03
Geise, Christine	O0001	GC-01; GC-02; GC-03
Gelber, Marjorie	O0001	GC-01; GC-02; GC-03
Geller, Hillary	O0001	GC-01; GC-02; GC-03
Gelles, Kat	O0001	GC-01; GC-02; GC-03
Gellman-Rodriguez, Donna	O0001	GC-01; GC-02; GC-03
Genandt, Judy	O0001	GC-01; GC-02; GC-03
Gendvil, Derek	O0001	GC-01; GC-02; GC-03
Gengenbach, Mary	O0001	GC-01; GC-02; GC-03
Geno, Debbie	O0001	GC-01; GC-02; GC-03
Gentile, Smaragda	O0001	GC-01; GC-02; GC-03
Gentili-Lloyd, Mika	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Gentz, Don	O0001	GC-01; GC-02; GC-03
Georg, Dennis	O0001	GC-01; GC-02; GC-03
George, Anita	O0001	GC-01; GC-02; GC-03
George, Kim Sanders	O0001	GC-01; GC-02; GC-03
George, Diane	O0001	GC-01; GC-02; GC-03
George, Misha	O0001	GC-01; GC-02; GC-03
George, Stephanie	O0001	GC-01; GC-02; GC-03
Gerard, Diane	O0001	GC-01; GC-02; GC-03
Gerard-DiBenedetto, Ira	O0001	GC-01; GC-02; GC-03
Gerbitz, Carol	O0001	GC-01; GC-02; GC-03
Gerdes-McClain, William	O0001	GC-01; GC-02; GC-03
Gerhart, Robert	O0001	GC-01; GC-02; GC-03
Gerke, David	O0001	GC-01; GC-02; GC-03
German, Bonnie	O0001	GC-01; GC-02; GC-03
German, Jenni	O0001	GC-01; GC-02; GC-03
German, Barbara	O0001	GC-01; GC-02; GC-03
Gerow, Patrica	O0001	GC-01; GC-02; GC-03
Gerrish, Marion	O0001	GC-01; GC-02; GC-03
Gershmanoff, Mary Dana	O0001	GC-01; GC-02; GC-03
Gertig, Linda	O0001	GC-01; GC-02; GC-03
Gestro, Patrizia	O0001	GC-01; GC-02; GC-03
Getzlaff, Craig	O0001	GC-01; GC-02; GC-03
Ghiggia, Michelle	O0001	GC-01; GC-02; GC-03
Ghosh, Angelika	O0001	GC-01; GC-02; GC-03
Giancarlo, Adam	O0001	GC-01; GC-02; GC-03
Giantomaso, David	O0001	GC-01; GC-02; GC-03
Gibb, Robert	O0001	GC-01; GC-02; GC-03
Gibb, Erika	O0001	GC-01; GC-02; GC-03
Gibberman, Pamela	O0001	GC-01; GC-02; GC-03
Gibbons, Sasha	O0001	GC-01; GC-02; GC-03
Gibbons, Brian	O0001	GC-01; GC-02; GC-03
Gibbs, Stefanie	O0001	GC-01; GC-02; GC-03
Gibbs-Halm, Deborah	O0001	GC-01; GC-02; GC-03
Gibson, Scott	O0001	GC-01; GC-02; GC-03
Gibson, Elise	O0001	GC-01; GC-02; GC-03
Gibson, Jason	O0001	GC-01; GC-02; GC-03
Gibson, Jody	O0001	GC-01; GC-02; GC-03
Gibson, Maureen	O0001	GC-01; GC-02; GC-03
Gielas, Francis	O0001	GC-01; GC-02; GC-03
Giese, Bill	O0001	GC-01; GC-02; GC-03
Giese, Mark M.	O0001	GC-01; GC-02; GC-03
Giesic, Christy	O0001	GC-01; GC-02; GC-03
Giesy, Theo	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Gifford, Harry	O0001	GC-01; GC-02; GC-03
Gilbert, Carla	O0001	GC-01; GC-02; GC-03
Gilbert, Timothy	O0001	GC-01; GC-02; GC-03
Gilbert, Tracy	O0001	GC-01; GC-02; GC-03
Gilbert, Cherri	O0001	GC-01; GC-02; GC-03
Gilbert, Don	O0001	GC-01; GC-02; GC-03
Gilbreath, S.	O0001	GC-01; GC-02; GC-03
Gilchrist, Amber	O0001	GC-01; GC-02; GC-03
Gilchrist, Cheryl	O0001	GC-01; GC-02; GC-03
Giles, Warren	O0001	GC-01; GC-02; GC-03
Gilford, Elfi	O0001	GC-01; GC-02; GC-03
Gili, Marga	O0001	GC-01; GC-02; GC-03
Gilliland, Keely	O0001	GC-01; GC-02; GC-03
Gilkey, Judith	O0001	GC-01; GC-02; GC-03
Gillen, Shannon	O0001	GC-01; GC-02; GC-03
Gillespie, B.	O0001	GC-01; GC-02; GC-03
Gillespie, E.	O0001	GC-01; GC-02; GC-03
Gillespie, J.	O0001	GC-01; GC-02; GC-03
Gillespie, L.	O0001	GC-01; GC-02; GC-03
Gillespie, N.	O0001	GC-01; GC-02; GC-03
Gillespie, S.	O0001	GC-01; GC-02; GC-03
Gillespie, Thomas	O0001	GC-01; GC-02; GC-03
Gillette, Cheryl	O0001	GC-01; GC-02; GC-03
Gillette, Kenneth	O0001	GC-01; GC-02; GC-03
Gillilan, Jennifer	O0001	GC-01; GC-02; GC-03
Gillingham, Margaret	O0001	GC-01; GC-02; GC-03
Gillissen, Jerry	O0001	GC-01; GC-02; GC-03
Gillooly, Niele	O0001	GC-01; GC-02; GC-03
Gilmore, Joyce	O0001	GC-01; GC-02; GC-03
Gilpin, Lynne	O0001	GC-01; GC-02; GC-03
Gilyeart, Beverly	O0001	GC-01; GC-02; GC-03
Gindele, Abigail	O0001	GC-01; GC-02; GC-03
Gindt, Jennifer	O0001	GC-01; GC-02; GC-03
Ginsburg, Samantha	O0001	GC-01; GC-02; GC-03
Gioielli, Lawrence	O0001	GC-01; GC-02; GC-03
Gioio, Carmella	O0001	GC-01; GC-02; GC-03
Giorgio, Nicola	O0001	GC-01; GC-02; GC-03
Giovannetti, Cerise	O0001	GC-01; GC-02; GC-03
Giovanoni, Richard L.	O0001	GC-01; GC-02; GC-03
Gipple, Shannon	O0001	GC-01; GC-02; GC-03
Girard, Linda	O0001	GC-01; GC-02; GC-03
Girardin, Josephine	O0001	GC-01; GC-02; GC-03
Girasek, David	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Girvin, Darrylin	O0001	GC-01; GC-02; GC-03
Gitt, Ricky	O0001	GC-01; GC-02; GC-03
Gittinger, Mildred	O0001	GC-01; GC-02; GC-03
Givens, Cheryl F.	O0001	GC-01; GC-02; GC-03
Givens, Karen	O0001	GC-01; GC-02; GC-03
Gladfelter, Donald	O0001	GC-01; GC-02; GC-03
Glancy, Joann	O0001	GC-01; GC-02; GC-03
Glasheen, Mike	O0001	GC-01; GC-02; GC-03
Glass, Judith	O0001	GC-01; GC-02; GC-03
Glass, Margaret	O0001	GC-01; GC-02; GC-03
Glasser, Mark	O0001	GC-01; GC-02; GC-03
Glasser, Tanya	O0001	GC-01; GC-02; GC-03
Glassman, Jerome	O0001	GC-01; GC-02; GC-03
Gleason, Debra	O0001	GC-01; GC-02; GC-03
Glebs, John	O0001	GC-01; GC-02; GC-03
Glenn, Shannon	O0001	GC-01; GC-02; GC-03
Glick, Julie	O0001	GC-01; GC-02; GC-03
Glider, Richard	O0001	GC-01; GC-02; GC-03
Glielmi, Lynn	O0001	GC-01; GC-02; GC-03
Glier, Ingeborg	O0001	GC-01; GC-02; GC-03
Gliva, Stephen	O0001	GC-01; GC-02; GC-03
Glixman, Diana	O0001	GC-01; GC-02; GC-03
Glogovsky, Rachael	O0001	GC-01; GC-02; GC-03
Glover, Tim	O0001	GC-01; GC-02; GC-03
Glover, Jeanne	O0001	GC-01; GC-02; GC-03
Glynn, Aileen	O0001	GC-01; GC-02; GC-03
Gmeiner, Patti	O0001	GC-01; GC-02; GC-03
Goade, Jenny	O0001	GC-01; GC-02; GC-03
Godard, Vera	O0001	GC-01; GC-02; GC-03
Goden, Gay Marie	O0001	GC-01; GC-02; GC-03
Godwin, Scott	O0001	GC-01; GC-02; GC-03
Godwin, Nancy	O0001	GC-01; GC-02; GC-03
Godzich, Mika	O0001	GC-01; GC-02; GC-03
Goebel, Fred	O0001	GC-01; GC-02; GC-03
Goebel, Karen	O0001	GC-01; GC-02; GC-03
Goeckeler-Fried, Jennifer	O0001	GC-01; GC-02; GC-03
Goettling, Sandra	O0001	GC-01; GC-02; GC-03
Goetz, Gary	O0001	GC-01; GC-02; GC-03
Goga, Alan	O0001	GC-01; GC-02; GC-03
Goins, Kiele	O0001	GC-01; GC-02; GC-03
Gold, Darci	O0001	GC-01; GC-02; GC-03
Gold, Carol	O0001	GC-01; GC-02; GC-03
Gold, Jeff	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Goldbaugh, Jerald	O0001	GC-01; GC-02; GC-03
Goldbaugh, Jerry	O0001	GC-01; GC-02; GC-03
Goldberg, Seth	O0001	GC-01; GC-02; GC-03
Goldberg, Denise	O0001	GC-01; GC-02; GC-03
Goldberg, Edward	O0001	GC-01; GC-02; GC-03
Goldberg, Susan	O0001	GC-01; GC-02; GC-03
Goldenberg, Georgean	O0001	GC-01; GC-02; GC-03
Goldman, Ira	O0001	GC-01; GC-02; GC-03
Goldner, Gary	O0001	GC-01; GC-02; GC-03
Goldsberry, Melissa	O0001	GC-01; GC-02; GC-03
Goldstein, Carol Ann	O0001	GC-01; GC-02; GC-03
Goldstein, Sidney	O0001	GC-01; GC-02; GC-03
Goldufsky, Joe	O0001	GC-01; GC-02; GC-03
Goldy, Cara	O0001	GC-01; GC-02; GC-03
Golembiewski, Mark	O0001	GC-01; GC-02; GC-03
Goller, Betty	O0001	GC-01; GC-02; GC-03
Gollub, Gaby	O0001	GC-01; GC-02; GC-03
Golson, Gayle	O0001	GC-01; GC-02; GC-03
Gomez, Carol	O0001	GC-01; GC-02; GC-03
Gomez, Eleanor	O0001	GC-01; GC-02; GC-03
Gomez, Maria	O0001	GC-01; GC-02; GC-03
Gomez, Henrietta	O0001	GC-01; GC-02; GC-03
Gonnoud, Kathleen	O0001	GC-01; GC-02; GC-03
Gonzales Jr., Frank	O0001	GC-01; GC-02; GC-03
Gonzales, Rosemary	O0001	GC-01; GC-02; GC-03
Gonzales, Tara	O0001	GC-01; GC-02; GC-03
Gonzalez, Kristin	O0001	GC-01; GC-02; GC-03
Gonzalez, Maria	O0001	GC-01; GC-02; GC-03
Gonzalez, Perla	O0001	GC-01; GC-02; GC-03
Gonzalez, Rachel	O0001	GC-01; GC-02; GC-03
Gonzalez, Ana	O0001	GC-01; GC-02; GC-03
Gonzalez, Katherine	O0001	GC-01; GC-02; GC-03
Gonzalez, Margaret	O0001	GC-01; GC-02; GC-03
Gonzalez, Yazmin	O0001	GC-01; GC-02; GC-03
Good, D.	O0001	GC-01; GC-02; GC-03
Good, Joan	O0001	GC-01; GC-02; GC-03
Goodin, Dale	O0001	GC-01; GC-02; GC-03
Goodloe, Brandon	O0001	GC-01; GC-02; GC-03
Goodman, Lin	O0001	GC-01; GC-02; GC-03
Goodman, Pamela	O0001	GC-01; GC-02; GC-03
Goodnight, Janet	O0001	GC-01; GC-02; GC-03
Goodrich, Darcy	O0001	GC-01; GC-02; GC-03
Goodrich, Debra	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Goodspeed, Helen</i>	00001	GC-01; GC-02; GC-03
<i>Goodstein, Karen</i>	00001	GC-01; GC-02; GC-03
<i>Goodstein, Trisha</i>	00001	GC-01; GC-02; GC-03
<i>Goodwin, Shaun</i>	00001	GC-01; GC-02; GC-03
<i>Goodwin, Mary</i>	00001	GC-01; GC-02; GC-03
<i>Goot, Yvette</i>	00001	GC-01; GC-02; GC-03
<i>Gordin, Lawrence</i>	00001	GC-01; GC-02; GC-03
<i>Gordon, Billie</i>	00001	GC-01; GC-02; GC-03
<i>Gordon, Ellen</i>	00001	GC-01; GC-02; GC-03
<i>Gordon, Marcy</i>	00001	GC-01; GC-02; GC-03
<i>Gordon, Michael</i>	00001	GC-01; GC-02; GC-03
<i>Gordon, Richard</i>	00001	GC-01; GC-02; GC-03
<i>Gordon, Steven</i>	00001	GC-01; GC-02; GC-03
<i>Gore, Danny</i>	00001	GC-01; GC-02; GC-03
<i>Gorecki, Carol</i>	00001	GC-01; GC-02; GC-03
<i>Gorman, Bonnie</i>	00001	GC-01; GC-02; GC-03
<i>Gorman, Lavina</i>	00001	GC-01; GC-02; GC-03
<i>Gormley, Daniel</i>	00001	GC-01; GC-02; GC-03
<i>Gorsetman, Mark</i>	00001	GC-01; GC-02; GC-03
<i>Gorski, Edward</i>	00001	GC-01; GC-02; GC-03
<i>Goscilo, Margaret</i>	00001	GC-01; GC-02; GC-03
<i>Goslant, Carol</i>	00001	GC-01; GC-02; GC-03
<i>Gosney, W.</i>	00001	GC-01; GC-02; GC-03
<i>Gotlib, Eva</i>	00001	GC-01; GC-02; GC-03
<i>Gotmer, Michael</i>	00001	GC-01; GC-02; GC-03
<i>Gottfried, Susan</i>	00001	GC-01; GC-02; GC-03
<i>Gouge, Gerald</i>	00001	GC-01; GC-02; GC-03
<i>Gould, Sherie</i>	00001	GC-01; GC-02; GC-03
<i>Gove, Dianne</i>	00001	GC-01; GC-02; GC-03
<i>Govedich, Penny</i>	00001	GC-01; GC-02; GC-03
<i>Gover, Pat</i>	00001	GC-01; GC-02; GC-03
<i>Graczyk, Bernard</i>	00001	GC-01; GC-02; GC-03
<i>Graf, Amy</i>	00001	GC-01; GC-02; GC-03
<i>Graff, Wanda</i>	00001	GC-01; GC-02; GC-03
<i>Grage, Janina</i>	00001	GC-01; GC-02; GC-03
<i>Graham, Amy</i>	00001	GC-01; GC-02; GC-03
<i>Graham, James</i>	00001	GC-01; GC-02; GC-03
<i>Graham, Jennifer</i>	00001	GC-01; GC-02; GC-03
<i>Graham, Scott</i>	00001	GC-01; GC-02; GC-03
<i>Graham, Sidney</i>	00001	GC-01; GC-02; GC-03
<i>Graham, Karyn</i>	00001	GC-01; GC-02; GC-03
<i>Grambauer, Macaire</i>	00001	GC-01; GC-02; GC-03
<i>Grams, Jon</i>	00001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Granlund, Fred	O0001	GC-01; GC-02; GC-03
Granofsky, Gabrielle	O0001	GC-01; GC-02; GC-03
Grant, William	O0001	GC-01; GC-02; GC-03
Grant, Carmen	O0001	GC-01; GC-02; GC-03
Grant, Elizabeth	O0001	GC-01; GC-02; GC-03
Grant, Floyd	O0001	GC-01; GC-02; GC-03
Grassman, Mark	O0001	GC-01; GC-02; GC-03
Grauberger, Shay	O0001	GC-01; GC-02; GC-03
Graves, Laura	O0001	GC-01; GC-02; GC-03
Gray, Lorraine	O0001	GC-01; GC-02; GC-03
Gray, Paul	O0001	GC-01; GC-02; GC-03
Gray, Roxy	O0001	GC-01; GC-02; GC-03
Gray, Debra	O0001	GC-01; GC-02; GC-03
Gray, Eric	O0001	GC-01; GC-02; GC-03
Gray, Jennifer	O0001	GC-01; GC-02; GC-03
Gray, Laurie	O0001	GC-01; GC-02; GC-03
Graziano, Marilyn	O0001	GC-01; GC-02; GC-03
Greear, Angela	O0001	GC-01; GC-02; GC-03
Green, Amanda	O0001	GC-01; GC-02; GC-03
Green, Carol	O0001	GC-01; GC-02; GC-03
Green, June	O0001	GC-01; GC-02; GC-03
Green, Steve	O0001	GC-01; GC-02; GC-03
Green, Jamie	O0001	GC-01; GC-02; GC-03
Green, Jesse	O0001	GC-01; GC-02; GC-03
Green, Martha	O0001	GC-01; GC-02; GC-03
Green, Maryann	O0001	GC-01; GC-02; GC-03
Green, Patrick	O0001	GC-01; GC-02; GC-03
Green, Sherry	O0001	GC-01; GC-02; GC-03
Greenberg, Corinne	O0001	GC-01; GC-02; GC-03
Greenberg, Minette	O0001	GC-01; GC-02; GC-03
Greenblatt, Harmon	O0001	GC-01; GC-02; GC-03
Greenblatt, Miriam	O0001	GC-01; GC-02; GC-03
Greene, J.	O0001	GC-01; GC-02; GC-03
Greene, Linda	O0001	GC-01; GC-02; GC-03
Greene, Richard	O0001	GC-01; GC-02; GC-03
Greene, Minna	O0001	GC-01; GC-02; GC-03
Greenfield, Cariln	O0001	GC-01; GC-02; GC-03
Greenhalgh, Diana	O0001	GC-01; GC-02; GC-03
Greenidge, Jennifer	O0001	GC-01; GC-02; GC-03
Greenlaw, Amy	O0001	GC-01; GC-02; GC-03
Greenlee, Brian	O0001	GC-01; GC-02; GC-03
Greenstein, Becca	O0001	GC-01; GC-02; GC-03
Greenway, Lumina	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Greer, Amy	O0001	GC-01; GC-02; GC-03
Greer, Helen	O0001	GC-01; GC-02; GC-03
Greer, Lisa	O0001	GC-01; GC-02; GC-03
Greger, Sabine	O0001	GC-01; GC-02; GC-03
Grego, Ben	O0001	GC-01; GC-02; GC-03
Gregorich, Penny	O0001	GC-01; GC-02; GC-03
Gregorich, Sandy	O0001	GC-01; GC-02; GC-03
Gregory, Paul	O0001	GC-01; GC-02; GC-03
Gregory, Chilton	O0001	GC-01; GC-02; GC-03
Gregory, Frank	O0001	GC-01; GC-02; GC-03
Greig, Joan	O0001	GC-01; GC-02; GC-03
Greil, Judith	O0001	GC-01; GC-02; GC-03
Greiner, John	O0001	GC-01; GC-02; GC-03
Greinke, Pamylle	O0001	GC-01; GC-02; GC-03
Grenen, Judith	O0001	GC-01; GC-02; GC-03
Grewell, Christine	O0001	GC-01; GC-02; GC-03
Grguric, Jackie	O0001	GC-01; GC-02; GC-03
Gribosky, Philip	O0001	GC-01; GC-02; GC-03
Griesemer, Erika	O0001	GC-01; GC-02; GC-03
Griesmer, Jacob	O0001	GC-01; GC-02; GC-03
Grieves, Kathy	O0001	GC-01; GC-02; GC-03
Griffey, Pat	O0001	GC-01; GC-02; GC-03
Griffin, Ginny	O0001	GC-01; GC-02; GC-03
Griffin, Margaret	O0001	GC-01; GC-02; GC-03
Griffin, Charles	O0001	GC-01; GC-02; GC-03
Griffin, Erica	O0001	GC-01; GC-02; GC-03
Griffin, Julia	O0001	GC-01; GC-02; GC-03
Griffin, Maureen	O0001	GC-01; GC-02; GC-03
Griffith, Eric	O0001	GC-01; GC-02; GC-03
Griffith, Julie	O0001	GC-01; GC-02; GC-03
Griggs, David	O0001	GC-01; GC-02; GC-03
Grill, Marianne	O0001	GC-01; GC-02; GC-03
Grillmeier, Cheryl	O0001	GC-01; GC-02; GC-03
Grimes, Jill	O0001	GC-01; GC-02; GC-03
Grimm, Heather	O0001	GC-01; GC-02; GC-03
Grinberg-Ayala, Joanna	O0001	GC-01; GC-02; GC-03
Grinshpun, Alina	O0001	GC-01; GC-02; GC-03
Grisez, Janine	O0001	GC-01; GC-02; GC-03
Grisham, Deanka	O0001	GC-01; GC-02; GC-03
Griswold, Dave	O0001	GC-01; GC-02; GC-03
Griswold, Dean	O0001	GC-01; GC-02; GC-03
Grizzard, Stephen	O0001	GC-01; GC-02; GC-03
Groenendaal, Susanne	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Groeneweg, Nora	O0001	GC-01; GC-02; GC-03
Groh, Paul	O0001	GC-01; GC-02; GC-03
Grondin, Melissa	O0001	GC-01; GC-02; GC-03
Grose, Harriet	O0001	GC-01; GC-02; GC-03
Grosfeld, Nancy	O0001	GC-01; GC-02; GC-03
Gross, David	O0001	GC-01; GC-02; GC-03
Gross, Barbara	O0001	GC-01; GC-02; GC-03
Gross, Emily	O0001	GC-01; GC-02; GC-03
Gross, Sabina	O0001	GC-01; GC-02; GC-03
Gross, Todd	O0001	GC-01; GC-02; GC-03
Grossman, Kathleen	O0001	GC-01; GC-02; GC-03
Groton, James	O0001	GC-01; GC-02; GC-03
Grotzke, Mark	O0001	GC-01; GC-02; GC-03
Grouci, Djamila	O0001	GC-01; GC-02; GC-03
Grouse, Sheryl	O0001	GC-01; GC-02; GC-03
Grove, Laura	O0001	GC-01; GC-02; GC-03
Grove, Martha	O0001	GC-01; GC-02; GC-03
Grove, Shel	O0001	GC-01; GC-02; GC-03
Grover, Justin	O0001	GC-01; GC-02; GC-03
Grubb, Mark	O0001	GC-01; GC-02; GC-03
Grubb, Scott	O0001	GC-01; GC-02; GC-03
Grubbs, Donna	O0001	GC-01; GC-02; GC-03
Grubbs, Jessica	O0001	GC-01; GC-02; GC-03
Gruman, Vickie	O0001	GC-01; GC-02; GC-03
Gruskos, Alexandra	O0001	GC-01; GC-02; GC-03
Gruver, Chere	O0001	GC-01; GC-02; GC-03
Gruver, Chere	O0001	GC-01; GC-02; GC-03
Gualario, Lascinda	O0001	GC-01; GC-02; GC-03
Guenther, Michelle	O0001	GC-01; GC-02; GC-03
Guerry, M.	O0001	GC-01; GC-02; GC-03
Guess, Barbara	O0001	GC-01; GC-02; GC-03
Guess, Lewis	O0001	GC-01; GC-02; GC-03
Gugliotta, Rita	O0001	GC-01; GC-02; GC-03
Guh, H.	O0001	GC-01; GC-02; GC-03
Guichardo, Marcel	O0001	GC-01; GC-02; GC-03
Guidry, Gayle	O0001	GC-01; GC-02; GC-03
Guier, Richard	O0001	GC-01; GC-02; GC-03
Guilbault, Aubrey	O0001	GC-01; GC-02; GC-03
Guillermo, Elena	O0001	GC-01; GC-02; GC-03
Guinnup, David R.	O0001	GC-01; GC-02; GC-03
Gullaksen, Dan	O0001	GC-01; GC-02; GC-03
Gulley, Jane	O0001	GC-01; GC-02; GC-03
Gumpert, Michael	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Gunay, Zeki</i>	00001	GC-01; GC-02; GC-03
<i>Gundersen, Bruce</i>	00001	GC-01; GC-02; GC-03
<i>Gunn, Lavonne</i>	00001	GC-01; GC-02; GC-03
<i>Gunsorek, Richard</i>	00001	GC-01; GC-02; GC-03
<i>Gunter, Karlene</i>	00001	GC-01; GC-02; GC-03
<i>Gunther, Peter</i>	00001	GC-01; GC-02; GC-03
<i>Gurtek, Brent</i>	00001	GC-01; GC-02; GC-03
<i>Gush, Paul</i>	00001	GC-01; GC-02; GC-03
<i>Gustafson, Duane</i>	00001	GC-01; GC-02; GC-03
<i>Gustafson, David</i>	00001	GC-01; GC-02; GC-03
<i>Gustafson, Jill</i>	00001	GC-01; GC-02; GC-03
<i>Gut, Sheila</i>	00001	GC-01; GC-02; GC-03
<i>Gutierrez, Maximillian</i>	00001	GC-01; GC-02; GC-03
<i>Gutierrez, Sofia</i>	00001	GC-01; GC-02; GC-03
<i>Gutierrez, Israel</i>	00001	GC-01; GC-02; GC-03
<i>Gutierrez, Nancy</i>	00001	GC-01; GC-02; GC-03
<i>Guyette, Laura</i>	00001	GC-01; GC-02; GC-03
<i>Guyot, Bruce</i>	00001	GC-01; GC-02; GC-03
<i>Gwinn, Carol</i>	00001	GC-01; GC-02; GC-03
<i>Gwynn, Gail</i>	00001	GC-01; GC-02; GC-03
<i>H., Liza</i>	00001	GC-01; GC-02; GC-03
<i>H., Jen</i>	00001	GC-01; GC-02; GC-03
<i>H., Jennifer</i>	00001	GC-01; GC-02; GC-03
<i>H., Michael</i>	00001	GC-01; GC-02; GC-03
<i>H., Suzanne</i>	00001	GC-01; GC-02; GC-03
<i>Haas, Dale</i>	00001	GC-01; GC-02; GC-03
<i>Habegger, Sue</i>	00001	GC-01; GC-02; GC-03
<i>Habenicht, Brian</i>	00001	GC-01; GC-02; GC-03
<i>Haber, Steven</i>	00001	GC-01; GC-02; GC-03
<i>Haber, Arnold</i>	00001	GC-01; GC-02; GC-03
<i>Hackett, Marcia C.</i>	00001	GC-01; GC-02; GC-03
<i>Hackett, Marilyn</i>	00001	GC-01; GC-02; GC-03
<i>Hackler, Laura</i>	00001	GC-01; GC-02; GC-03
<i>Hackman, Cindy</i>	00001	GC-01; GC-02; GC-03
<i>Haddad, Nadia</i>	00001	GC-01; GC-02; GC-03
<i>Hadden-Martinez, Theresa</i>	00001	GC-01; GC-02; GC-03
<i>Hade, Michaeline</i>	00001	GC-01; GC-02; GC-03
<i>Hadley, Shela</i>	00001	GC-01; GC-02; GC-03
<i>Haerr, Trish</i>	00001	GC-01; GC-02; GC-03
<i>Haertel, Melissa</i>	00001	GC-01; GC-02; GC-03
<i>Hafer, Sarah</i>	00001	GC-01; GC-02; GC-03
<i>Haflich, Anne</i>	00001	GC-01; GC-02; GC-03
<i>Hager, Jon</i>	00001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Hager, Jane	O0001	GC-01; GC-02; GC-03
Haggard, Alan	O0001	GC-01; GC-02; GC-03
Hahn, Karl	O0001	GC-01; GC-02; GC-03
Hahn, Deb	O0001	GC-01; GC-02; GC-03
Hahn, John	O0001	GC-01; GC-02; GC-03
Hahn, Jonny	O0001	GC-01; GC-02; GC-03
Hahus, Donna	O0001	GC-01; GC-02; GC-03
Haig, Brenda	O0001	GC-01; GC-02; GC-03
Haines, Kyle	O0001	GC-01; GC-02; GC-03
Haines, Victoria	O0001	GC-01; GC-02; GC-03
Haines, Thomas	O0001	GC-01; GC-02; GC-03
Hair, Karla	O0001	GC-01; GC-02; GC-03
Haire, Barbara	O0001	GC-01; GC-02; GC-03
Haire, Rex	O0001	GC-01; GC-02; GC-03
Halay, Elaine	O0001	GC-01; GC-02; GC-03
Halderson, Karen	O0001	GC-01; GC-02; GC-03
Hales, Julie	O0001	GC-01; GC-02; GC-03
Haley, Patty	O0001	GC-01; GC-02; GC-03
Haling, Kim	O0001	GC-01; GC-02; GC-03
Hall, Barbara	O0001	GC-01; GC-02; GC-03
Hall, Edward	O0001	GC-01; GC-02; GC-03
Hall, Gina	O0001	GC-01; GC-02; GC-03
Hall, Jan	O0001	GC-01; GC-02; GC-03
Hall, Rebecca	O0001	GC-01; GC-02; GC-03
Hall, Ann	O0001	GC-01; GC-02; GC-03
Hall, David	O0001	GC-01; GC-02; GC-03
Hall, Dennis	O0001	GC-01; GC-02; GC-03
Hall, Judy	O0001	GC-01; GC-02; GC-03
Hall, Kathryn	O0001	GC-01; GC-02; GC-03
Hall, Kelley	O0001	GC-01; GC-02; GC-03
Hall, Silvia	O0001	GC-01; GC-02; GC-03
Halladay, Annita	O0001	GC-01; GC-02; GC-03
Halle, Roger	O0001	GC-01; GC-02; GC-03
Hallead, Gerald	O0001	GC-01; GC-02; GC-03
Halley, Jack	O0001	GC-01; GC-02; GC-03
Halligan, Laura	O0001	GC-01; GC-02; GC-03
Halloran, Michael	O0001	GC-01; GC-02; GC-03
Halperin, Hagit	O0001	GC-01; GC-02; GC-03
Halpern, Lisa	O0001	GC-01; GC-02; GC-03
Halpin, Gabrielle	O0001	GC-01; GC-02; GC-03
Halsell, Claudia	O0001	GC-01; GC-02; GC-03
Halstead, Amy	O0001	GC-01; GC-02; GC-03
Hamann, Susan	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Hamilton, Debbie	O0001	GC-01; GC-02; GC-03
Hamilton, Glenda	O0001	GC-01; GC-02; GC-03
Hamilton, Lois	O0001	GC-01; GC-02; GC-03
Hamilton, Pamela	O0001	GC-01; GC-02; GC-03
Hamilton, Chuck	O0001	GC-01; GC-02; GC-03
Hamilton, Traci	O0001	GC-01; GC-02; GC-03
Hammel, John	O0001	GC-01; GC-02; GC-03
Hammer, Dorothy	O0001	GC-01; GC-02; GC-03
Hammer, Lisa	O0001	GC-01; GC-02; GC-03
Hamerman, Evie	O0001	GC-01; GC-02; GC-03
Hammersley, Ronald	O0001	GC-01; GC-02; GC-03
Hammond, Monica	O0001	GC-01; GC-02; GC-03
Hammond, Robert	O0001	GC-01; GC-02; GC-03
Hamory, Ann	O0001	GC-01; GC-02; GC-03
Hampel, Susan	O0001	GC-01; GC-02; GC-03
Hampton, Sarah	O0001	GC-01; GC-02; GC-03
Hampton, Susan	O0001	GC-01; GC-02; GC-03
Hamulak, Pamela	O0001	GC-01; GC-02; GC-03
Han, Richard	O0001	GC-01; GC-02; GC-03
Hanas, Diane	O0001	GC-01; GC-02; GC-03
Hanas, George	O0001	GC-01; GC-02; GC-03
Hisbury, Patricia	O0001	GC-01; GC-02; GC-03
Hance, Judith	O0001	GC-01; GC-02; GC-03
Hancock, Lynne	O0001	GC-01; GC-02; GC-03
Hancock, Susan	O0001	GC-01; GC-02; GC-03
Hand, David	O0001	GC-01; GC-02; GC-03
Handelman, Robert	O0001	GC-01; GC-02; GC-03
Handford, Janet	O0001	GC-01; GC-02; GC-03
Handley, Edward	O0001	GC-01; GC-02; GC-03
Handley, Margaret	O0001	GC-01; GC-02; GC-03
Hanes, Lisa	O0001	GC-01; GC-02; GC-03
Hanfman, Jane	O0001	GC-01; GC-02; GC-03
Hang, Khai	O0001	GC-01; GC-02; GC-03
Hanger, Susan	O0001	GC-01; GC-02; GC-03
Hanifan, Anastasia	O0001	GC-01; GC-02; GC-03
Hanks, Laura	O0001	GC-01; GC-02; GC-03
Hanley, Jeane	O0001	GC-01; GC-02; GC-03
Hanlon, Susan	O0001	GC-01; GC-02; GC-03
Hanner, Noah	O0001	GC-01; GC-02; GC-03
Hanna, Christopher	O0001	GC-01; GC-02; GC-03
Hanna, Kristi	O0001	GC-01; GC-02; GC-03
Hannon, Ian	O0001	GC-01; GC-02; GC-03
Hannon, Deborah	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Hannon, Michelle	O0001	GC-01; GC-02; GC-03
Hansel, Ron	O0001	GC-01; GC-02; GC-03
Hansell, Connor	O0001	GC-01; GC-02; GC-03
Hansen, A.G.	O0001	GC-01; GC-02; GC-03
Hansen, Jan	O0001	GC-01; GC-02; GC-03
Hansen, Julie	O0001	GC-01; GC-02; GC-03
Hansen, Paula	O0001	GC-01; GC-02; GC-03
Hansen, Suzanne	O0001	GC-01; GC-02; GC-03
Hanson, Ryan	O0001	GC-01; GC-02; GC-03
Hanson, James	O0001	GC-01; GC-02; GC-03
Hanson, Tim	O0001	GC-01; GC-02; GC-03
Hantel, Johanna	O0001	GC-01; GC-02; GC-03
Haraczka, Nicole	O0001	GC-01; GC-02; GC-03
Hard, Mary	O0001	GC-01; GC-02; GC-03
Harde, Rucha	O0001	GC-01; GC-02; GC-03
Harden, Ronald	O0001	GC-01; GC-02; GC-03
Hardesty, Del	O0001	GC-01; GC-02; GC-03
Hardgrave, Yvonne	O0001	GC-01; GC-02; GC-03
Hardyman, Leslie	O0001	GC-01; GC-02; GC-03
Hargrove, Barbara Arko	O0001	GC-01; GC-02; GC-03
Hargrove, Keith	O0001	GC-01; GC-02; GC-03
Harland, Donald	O0001	GC-01; GC-02; GC-03
Harlib, Amy	O0001	GC-01; GC-02; GC-03
Harmon, John	O0001	GC-01; GC-02; GC-03
Harms, Kara	O0001	GC-01; GC-02; GC-03
Harmston, Wendy Jo	O0001	GC-01; GC-02; GC-03
Harold, Brittany	O0001	GC-01; GC-02; GC-03
Harper, Alessandra	O0001	GC-01; GC-02; GC-03
Harper, Karen	O0001	GC-01; GC-02; GC-03
Harper, Alan	O0001	GC-01; GC-02; GC-03
Harper, Barbara	O0001	GC-01; GC-02; GC-03
Harper, Bruce	O0001	GC-01; GC-02; GC-03
Harper, Rainbow	O0001	GC-01; GC-02; GC-03
Harqig, Gary	O0001	GC-01; GC-02; GC-03
Harrell, Bryan	O0001	GC-01; GC-02; GC-03
Harrington, Sue	O0001	GC-01; GC-02; GC-03
Harris, Beverly	O0001	GC-01; GC-02; GC-03
Harris, Claudia	O0001	GC-01; GC-02; GC-03
Harris, Daniel	O0001	GC-01; GC-02; GC-03
Harris, David	O0001	GC-01; GC-02; GC-03
Harris, Debra	O0001	GC-01; GC-02; GC-03
Harris, Shirley	O0001	GC-01; GC-02; GC-03
Harris, Theodore	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Harris, Willa	O0001	GC-01; GC-02; GC-03
Harris, Candice	O0001	GC-01; GC-02; GC-03
Harris, Christine	O0001	GC-01; GC-02; GC-03
Harris, Hugh	O0001	GC-01; GC-02; GC-03
Harris, Jamie	O0001	GC-01; GC-02; GC-03
Harris, Jennifer	O0001	GC-01; GC-02; GC-03
Harris, Joan	O0001	GC-01; GC-02; GC-03
Harris, John	O0001	GC-01; GC-02; GC-03
Harris, Julie	O0001	GC-01; GC-02; GC-03
Harris, Kathy	O0001	GC-01; GC-02; GC-03
Harrison, Catherine	O0001	GC-01; GC-02; GC-03
Harrison, David	O0001	GC-01; GC-02; GC-03
Harrison, Don	O0001	GC-01; GC-02; GC-03
Harrison, Lynda	O0001	GC-01; GC-02; GC-03
Harrison, Marie	O0001	GC-01; GC-02; GC-03
Harrison, Patricia	O0001	GC-01; GC-02; GC-03
Harrison, Amy	O0001	GC-01; GC-02; GC-03
Harrison, Colleen	O0001	GC-01; GC-02; GC-03
Harrison, Larry	O0001	GC-01; GC-02; GC-03
Harrison, Sarah	O0001	GC-01; GC-02; GC-03
Harrison, T. Hamboyan	O0001	GC-01; GC-02; GC-03
Hart, Elizabeth	O0001	GC-01; GC-02; GC-03
Hart, Alan	O0001	GC-01; GC-02; GC-03
Hart, Crystal	O0001	GC-01; GC-02; GC-03
Hart, Johanna	O0001	GC-01; GC-02; GC-03
Harter, Patti	O0001	GC-01; GC-02; GC-03
Harter, Rosina	O0001	GC-01; GC-02; GC-03
Harter, Elaine	O0001	GC-01; GC-02; GC-03
Hartfeld, Ronen	O0001	GC-01; GC-02; GC-03
Hartgraves, Paula	O0001	GC-01; GC-02; GC-03
Hartison, Rebecca	O0001	GC-01; GC-02; GC-03
Hartleb, Carole	O0001	GC-01; GC-02; GC-03
Hartley, James	O0001	GC-01; GC-02; GC-03
Hartlieb, Matthew	O0001	GC-01; GC-02; GC-03
Hartman, Evan	O0001	GC-01; GC-02; GC-03
Hartman, Jean	O0001	GC-01; GC-02; GC-03
Hartman, Nancy	O0001	GC-01; GC-02; GC-03
Hartman, Yanny	O0001	GC-01; GC-02; GC-03
Hartnett, Kathleen	O0001	GC-01; GC-02; GC-03
Hartsell-Gundy, Arianne	O0001	GC-01; GC-02; GC-03
Hartz, Brendan	O0001	GC-01; GC-02; GC-03
Hartz, Shelley	O0001	GC-01; GC-02; GC-03
Harvey, Jazmine	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Harvey, Kathy	O0001	GC-01; GC-02; GC-03
Harville, Avril	O0001	GC-01; GC-02; GC-03
Harvith, Susan	O0001	GC-01; GC-02; GC-03
Harwood, Peter	O0001	GC-01; GC-02; GC-03
Haseltine, Amber	O0001	GC-01; GC-02; GC-03
Hashem, Diane	O0001	GC-01; GC-02; GC-03
Hashemi-Briskin, Jordan	O0001	GC-01; GC-02; GC-03
Haskins, Joyce	O0001	GC-01; GC-02; GC-03
Hassan, Faith	O0001	GC-01; GC-02; GC-03
Hassett, Todd	O0001	GC-01; GC-02; GC-03
Hassett, Gerald	O0001	GC-01; GC-02; GC-03
Hassler, Naomi	O0001	GC-01; GC-02; GC-03
Hastings, Melissa	O0001	GC-01; GC-02; GC-03
Hatch, Dorothy	O0001	GC-01; GC-02; GC-03
Hatch, Susan	O0001	GC-01; GC-02; GC-03
Hatcher, Cindy	O0001	GC-01; GC-02; GC-03
Hatfield, Carol	O0001	GC-01; GC-02; GC-03
Hathorn, Sam	O0001	GC-01; GC-02; GC-03
Hauenstein, Cathleen	O0001	GC-01; GC-02; GC-03
Hauer, Nancy	O0001	GC-01; GC-02; GC-03
Haug, Arthur	O0001	GC-01; GC-02; GC-03
Hausladen, Joan	O0001	GC-01; GC-02; GC-03
Hauss, Monique	O0001	GC-01; GC-02; GC-03
Havas, Eva	O0001	GC-01; GC-02; GC-03
Haverfield, Heather	O0001	GC-01; GC-02; GC-03
Haverkamp, Kathy	O0001	GC-01; GC-02; GC-03
Havlik, Hugh	O0001	GC-01; GC-02; GC-03
Hawkins, Savannah	O0001	GC-01; GC-02; GC-03
Hawkins, Marta	O0001	GC-01; GC-02; GC-03
Hawley, Brian	O0001	GC-01; GC-02; GC-03
Haworth, Laura	O0001	GC-01; GC-02; GC-03
Hawthorn, Pat	O0001	GC-01; GC-02; GC-03
Hayden, Tiffany	O0001	GC-01; GC-02; GC-03
Hayes, Carolyn	O0001	GC-01; GC-02; GC-03
Hayes, Jennifer	O0001	GC-01; GC-02; GC-03
Hayes, Brandon	O0001	GC-01; GC-02; GC-03
Hayes, Charlotte	O0001	GC-01; GC-02; GC-03
Hayes, David	O0001	GC-01; GC-02; GC-03
Hayes, Larry	O0001	GC-01; GC-02; GC-03
Hayes, Leland	O0001	GC-01; GC-02; GC-03
Hayes, Mary	O0001	GC-01; GC-02; GC-03
Hayes, Patience	O0001	GC-01; GC-02; GC-03
Hayes, Sarah	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Hayes-Budgen, Shawndra	O0001	GC-01; GC-02; GC-03
Haynam, Craig	O0001	GC-01; GC-02; GC-03
Haynes, Polly	O0001	GC-01; GC-02; GC-03
Hays, Marge	O0001	GC-01; GC-02; GC-03
Hays, P.S.	O0001	GC-01; GC-02; GC-03
Hayward, Meredith	O0001	GC-01; GC-02; GC-03
Hazard, Pamela	O0001	GC-01; GC-02; GC-03
Hazelton, Judith	O0001	GC-01; GC-02; GC-03
Hazynski, Chris	O0001	GC-01; GC-02; GC-03
Hazzard, Sandra	O0001	GC-01; GC-02; GC-03
Hdz, Marlen	O0001	GC-01; GC-02; GC-03
Head, Jim	O0001	GC-01; GC-02; GC-03
Healingline, Helgaleena	O0001	GC-01; GC-02; GC-03
Heaps, Lynell	O0001	GC-01; GC-02; GC-03
Heare, Lorna	O0001	GC-01; GC-02; GC-03
Hearn, B.	O0001	GC-01; GC-02; GC-03
Hearne, Ray	O0001	GC-01; GC-02; GC-03
Heartsong, Judith	O0001	GC-01; GC-02; GC-03
Heater, Sherry	O0001	GC-01; GC-02; GC-03
Heath, Frances	O0001	GC-01; GC-02; GC-03
Heath, William	O0001	GC-01; GC-02; GC-03
Heath, Susan	O0001	GC-01; GC-02; GC-03
Heaton, Beth	O0001	GC-01; GC-02; GC-03
Heck, Kerry	O0001	GC-01; GC-02; GC-03
Heck, Nancy	O0001	GC-01; GC-02; GC-03
Heckert, J.	O0001	GC-01; GC-02; GC-03
Hedge, Belinda	O0001	GC-01; GC-02; GC-03
Hedger, Lloyd	O0001	GC-01; GC-02; GC-03
Hedley, Shawna	O0001	GC-01; GC-02; GC-03
Heer, Brittany	O0001	GC-01; GC-02; GC-03
Heffernan, Sandra	O0001	GC-01; GC-02; GC-03
Heide, Andra	O0001	GC-01; GC-02; GC-03
Heide, Angie	O0001	GC-01; GC-02; GC-03
Heiden, Patricia	O0001	GC-01; GC-02; GC-03
Heijer, Jill	O0001	GC-01; GC-02; GC-03
Heilman, Darwin	O0001	GC-01; GC-02; GC-03
Heines, A.	O0001	GC-01; GC-02; GC-03
Heinle, Janet	O0001	GC-01; GC-02; GC-03
Heinlein, Richard	O0001	GC-01; GC-02; GC-03
Heinly, Bridgett	O0001	GC-01; GC-02; GC-03
Heinrich, Marsha	O0001	GC-01; GC-02; GC-03
Heinz, Lisa	O0001	GC-01; GC-02; GC-03
Heis, Alison	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Heist, Roberta	O0001	GC-01; GC-02; GC-03
Helper, Elise	O0001	GC-01; GC-02; GC-03
Helland, Marcia	O0001	GC-01; GC-02; GC-03
Hellmold, Harry	O0001	GC-01; GC-02; GC-03
Hellmuth, Amanda	O0001	GC-01; GC-02; GC-03
Heloskie, Paul	O0001	GC-01; GC-02; GC-03
Hemm, James	O0001	GC-01; GC-02; GC-03
Hemmila, Rodney	O0001	GC-01; GC-02; GC-03
Hemming, Michele	O0001	GC-01; GC-02; GC-03
Hemzacek, Elizabeth	O0001	GC-01; GC-02; GC-03
Hendershot, Tamara	O0001	GC-01; GC-02; GC-03
Henderson, Kathleen	O0001	GC-01; GC-02; GC-03
Henderson, Carol	O0001	GC-01; GC-02; GC-03
Henderson, Douglas	O0001	GC-01; GC-02; GC-03
Henderson, Phillip	O0001	GC-01; GC-02; GC-03
Henderson, Steven	O0001	GC-01; GC-02; GC-03
Henderson, Suzy	O0001	GC-01; GC-02; GC-03
Hendler, Carol	O0001	GC-01; GC-02; GC-03
Hendricks, Diane	O0001	GC-01; GC-02; GC-03
Heneffelt, Kirsten	O0001	GC-01; GC-02; GC-03
Heniff, Kathryn	O0001	GC-01; GC-02; GC-03
Henley, Anne	O0001	GC-01; GC-02; GC-03
Henling, Daniel	O0001	GC-01; GC-02; GC-03
Hennig, Thomas	O0001	GC-01; GC-02; GC-03
Henrich, Rachael	O0001	GC-01; GC-02; GC-03
Henriksen, James	O0001	GC-01; GC-02; GC-03
Henriques, Charmaine	O0001	GC-01; GC-02; GC-03
Henry, Amy	O0001	GC-01; GC-02; GC-03
Henry, Carole	O0001	GC-01; GC-02; GC-03
Henry, John	O0001	GC-01; GC-02; GC-03
Hensgen, Eric	O0001	GC-01; GC-02; GC-03
Hensley, Bobbie	O0001	GC-01; GC-02; GC-03
Hensman, Kathleen	O0001	GC-01; GC-02; GC-03
Henson, Joey	O0001	GC-01; GC-02; GC-03
Henz, Martin	O0001	GC-01; GC-02; GC-03
Henzel, William	O0001	GC-01; GC-02; GC-03
Hepburn, Chet	O0001	GC-01; GC-02; GC-03
Hepler, Grace	O0001	GC-01; GC-02; GC-03
Hepler, Juanita	O0001	GC-01; GC-02; GC-03
Herath-Veiby, Gail	O0001	GC-01; GC-02; GC-03
Herbst, Tori	O0001	GC-01; GC-02; GC-03
Herda, Frank	O0001	GC-01; GC-02; GC-03
Herington, Kellee	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Herlihy, Peggy</i>	O0001	GC-01; GC-02; GC-03
<i>Herman, Dorothea</i>	O0001	GC-01; GC-02; GC-03
<i>Hermann, Birgit</i>	O0001	GC-01; GC-02; GC-03
<i>Hernandez, Juan</i>	O0001	GC-01; GC-02; GC-03
<i>Hernandez, Nicholas</i>	O0001	GC-01; GC-02; GC-03
<i>Hernandez, Steve</i>	O0001	GC-01; GC-02; GC-03
<i>Herndon, Rheta</i>	O0001	GC-01; GC-02; GC-03
<i>Herrera, Desiree</i>	O0001	GC-01; GC-02; GC-03
<i>Herring, Ethel</i>	O0001	GC-01; GC-02; GC-03
<i>Herrington, D. Kristen</i>	O0001	GC-01; GC-02; GC-03
<i>Herrmann, Dorene</i>	O0001	GC-01; GC-02; GC-03
<i>Herron, Richard</i>	O0001	GC-01; GC-02; GC-03
<i>Hertel, Debi</i>	O0001	GC-01; GC-02; GC-03
<i>Hertz, Marty</i>	O0001	GC-01; GC-02; GC-03
<i>Herwig, Gary</i>	O0001	GC-01; GC-02; GC-03
<i>Herzog, Michael</i>	O0001	GC-01; GC-02; GC-03
<i>Herzog, Catherine</i>	O0001	GC-01; GC-02; GC-03
<i>Herzog, Robert</i>	O0001	GC-01; GC-02; GC-03
<i>Hess, Ed</i>	O0001	GC-01; GC-02; GC-03
<i>Hess, Heidi M.</i>	O0001	GC-01; GC-02; GC-03
<i>Hess, Kathryn</i>	O0001	GC-01; GC-02; GC-03
<i>Hess, Rachel</i>	O0001	GC-01; GC-02; GC-03
<i>Hesse, Susanne</i>	O0001	GC-01; GC-02; GC-03
<i>Hessell, Bill</i>	O0001	GC-01; GC-02; GC-03
<i>Hesseltine, Sandy</i>	O0001	GC-01; GC-02; GC-03
<i>Hessler, Charles</i>	O0001	GC-01; GC-02; GC-03
<i>Hetrick, Nathan</i>	O0001	GC-01; GC-02; GC-03
<i>Heuler, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Hewett, Rosemary</i>	O0001	GC-01; GC-02; GC-03
<i>Hewitt, Cheryl</i>	O0001	GC-01; GC-02; GC-03
<i>Hewitt, Holly</i>	O0001	GC-01; GC-02; GC-03
<i>Heyler, Dorayne</i>	O0001	GC-01; GC-02; GC-03
<i>Heym, Karyn</i>	O0001	GC-01; GC-02; GC-03
<i>Heysham, Nancy</i>	O0001	GC-01; GC-02; GC-03
<i>Heywood, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Hibben, Tresa</i>	O0001	GC-01; GC-02; GC-03
<i>Hickey, P.</i>	O0001	GC-01; GC-02; GC-03
<i>Hickory, Arlene</i>	O0001	GC-01; GC-02; GC-03
<i>Hicks, Jacquie</i>	O0001	GC-01; GC-02; GC-03
<i>Hicks, Cynthia</i>	O0001	GC-01; GC-02; GC-03
<i>Hicks, Janine</i>	O0001	GC-01; GC-02; GC-03
<i>Hicks-Goldston, Christina</i>	O0001	GC-01; GC-02; GC-03
<i>Hiebert, Eldon</i>	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Higel, Gary	O0001	GC-01; GC-02; GC-03
Higgins, Susi	O0001	GC-01; GC-02; GC-03
Higgs, Brad	O0001	GC-01; GC-02; GC-03
Hightower, Sue	O0001	GC-01; GC-02; GC-03
Hijar, Shirley	O0001	GC-01; GC-02; GC-03
Hildebrand, Valerie	O0001	GC-01; GC-02; GC-03
Hildenbrand, Pamela	O0001	GC-01; GC-02; GC-03
Hildermann, Katie	O0001	GC-01; GC-02; GC-03
Hile, Amy	O0001	GC-01; GC-02; GC-03
Hill, Brenda	O0001	GC-01; GC-02; GC-03
Hill, Carol	O0001	GC-01; GC-02; GC-03
Hill, Doug	O0001	GC-01; GC-02; GC-03
Hill, Jo	O0001	GC-01; GC-02; GC-03
Hill, Kaye	O0001	GC-01; GC-02; GC-03
Hill, Suzanne	O0001	GC-01; GC-02; GC-03
Hill, George	O0001	GC-01; GC-02; GC-03
Hill, James	O0001	GC-01; GC-02; GC-03
Hill, Lois	O0001	GC-01; GC-02; GC-03
Hill, Marilyn	O0001	GC-01; GC-02; GC-03
Hill, Michael	O0001	GC-01; GC-02; GC-03
Hill, Susan	O0001	GC-01; GC-02; GC-03
Hill, Terry	O0001	GC-01; GC-02; GC-03
Hillard, Dale	O0001	GC-01; GC-02; GC-03
Hillard, Joyce	O0001	GC-01; GC-02; GC-03
Hillebrecht, Patsy	O0001	GC-01; GC-02; GC-03
Hills, Sally	O0001	GC-01; GC-02; GC-03
Hilo, Percy	O0001	GC-01; GC-02; GC-03
Hilton, Carol	O0001	GC-01; GC-02; GC-03
Hine, Susann	O0001	GC-01; GC-02; GC-03
Hineline, Gail	O0001	GC-01; GC-02; GC-03
Hines, William	O0001	GC-01; GC-02; GC-03
Hines, Marianne	O0001	GC-01; GC-02; GC-03
Hines, Tom J.	O0001	GC-01; GC-02; GC-03
Hinkle, Dana	O0001	GC-01; GC-02; GC-03
Hinson, Kathy	O0001	GC-01; GC-02; GC-03
Hintz, Tim	O0001	GC-01; GC-02; GC-03
Hintzman, Matthew	O0001	GC-01; GC-02; GC-03
Hipo, Jay-R	O0001	GC-01; GC-02; GC-03
Hirschenhofer, Kurt	O0001	GC-01; GC-02; GC-03
Hirshorn, Robert	O0001	GC-01; GC-02; GC-03
Hively, Deborah	O0001	GC-01; GC-02; GC-03
Hix, Hildegard	O0001	GC-01; GC-02; GC-03
Hoaglin, Dianne	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Hoang, Lynn</i>	O0001	GC-01; GC-02; GC-03
<i>Hobart, Michael</i>	O0001	GC-01; GC-02; GC-03
<i>Hobbs, Jerome</i>	O0001	GC-01; GC-02; GC-03
<i>Hobbs, Joan</i>	O0001	GC-01; GC-02; GC-03
<i>Hobbs, Katherine</i>	O0001	GC-01; GC-02; GC-03
<i>Hochendorner, Bernard</i>	O0001	GC-01; GC-02; GC-03
<i>Hocking, Zora</i>	O0001	GC-01; GC-02; GC-03
<i>Hodges, Christina</i>	O0001	GC-01; GC-02; GC-03
<i>Hodges, Carlyle</i>	O0001	GC-01; GC-02; GC-03
<i>Hodges, Michelle</i>	O0001	GC-01; GC-02; GC-03
<i>Hodges, Sherri</i>	O0001	GC-01; GC-02; GC-03
<i>Hoekstra, John</i>	O0001	GC-01; GC-02; GC-03
<i>Hoenicke, Christie</i>	O0001	GC-01; GC-02; GC-03
<i>Hoernig, Paul</i>	O0001	GC-01; GC-02; GC-03
<i>Hoess, Joseph</i>	O0001	GC-01; GC-02; GC-03
<i>Hofacker, Keith</i>	O0001	GC-01; GC-02; GC-03
<i>Hofberg, Eva</i>	O0001	GC-01; GC-02; GC-03
<i>Hoff, Anne</i>	O0001	GC-01; GC-02; GC-03
<i>Hoff, Beverly</i>	O0001	GC-01; GC-02; GC-03
<i>Hoff, Mary</i>	O0001	GC-01; GC-02; GC-03
<i>Hoff, Michelle</i>	O0001	GC-01; GC-02; GC-03
<i>Hoffman, Dawn</i>	O0001	GC-01; GC-02; GC-03
<i>Hoffman, Joseph</i>	O0001	GC-01; GC-02; GC-03
<i>Hoffman, Karan</i>	O0001	GC-01; GC-02; GC-03
<i>Hoffman, Lisa</i>	O0001	GC-01; GC-02; GC-03
<i>Hoffman, Marc</i>	O0001	GC-01; GC-02; GC-03
<i>Hoffman, Andrew</i>	O0001	GC-01; GC-02; GC-03
<i>Hoffman, Janice</i>	O0001	GC-01; GC-02; GC-03
<i>Hoffman, Tom</i>	O0001	GC-01; GC-02; GC-03
<i>Hogan, John</i>	O0001	GC-01; GC-02; GC-03
<i>Hogan, Eugene</i>	O0001	GC-01; GC-02; GC-03
<i>Hogan, Peter</i>	O0001	GC-01; GC-02; GC-03
<i>Hogan, Randolph</i>	O0001	GC-01; GC-02; GC-03
<i>Hogan, Rhonda</i>	O0001	GC-01; GC-02; GC-03
<i>Hoganson, M.</i>	O0001	GC-01; GC-02; GC-03
<i>Hogue, Kelly</i>	O0001	GC-01; GC-02; GC-03
<i>Hoke, Gene</i>	O0001	GC-01; GC-02; GC-03
<i>Holcomb, Gary</i>	O0001	GC-01; GC-02; GC-03
<i>Holcomb, William</i>	O0001	GC-01; GC-02; GC-03
<i>Holland, Dianna</i>	O0001	GC-01; GC-02; GC-03
<i>Holland, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Holland, Gabriele</i>	O0001	GC-01; GC-02; GC-03
<i>Holland, Richard</i>	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Hollander, Carol	O0001	GC-01; GC-02; GC-03
Hollander, April	O0001	GC-01; GC-02; GC-03
Hollenbeck, Margaret	O0001	GC-01; GC-02; GC-03
Hollinrake, Mark	O0001	GC-01; GC-02; GC-03
Hollis, Joanna	O0001	GC-01; GC-02; GC-03
Hollis, Nancy	O0001	GC-01; GC-02; GC-03
Holloway, Janis	O0001	GC-01; GC-02; GC-03
Holloway, David	O0001	GC-01; GC-02; GC-03
Hollowell, Ann	O0001	GC-01; GC-02; GC-03
Holm, Monika	O0001	GC-01; GC-02; GC-03
Holman, Adrian	O0001	GC-01; GC-02; GC-03
Holmes, Barb	O0001	GC-01; GC-02; GC-03
Holmes, Brad	O0001	GC-01; GC-02; GC-03
Holmes, Nancy	O0001	GC-01; GC-02; GC-03
Holmes, Dorothy	O0001	GC-01; GC-02; GC-03
Holmes, Gerrie	O0001	GC-01; GC-02; GC-03
Holmes, Juliet	O0001	GC-01; GC-02; GC-03
Holmgreen, George	O0001	GC-01; GC-02; GC-03
Holston, Jennifer	O0001	GC-01; GC-02; GC-03
Holt, Amy	O0001	GC-01; GC-02; GC-03
Holt, Bill	O0001	GC-01; GC-02; GC-03
Holt, Jane	O0001	GC-01; GC-02; GC-03
Holt, Randi	O0001	GC-01; GC-02; GC-03
Holtzman, Dorothy	O0001	GC-01; GC-02; GC-03
Holtzman, Julie	O0001	GC-01; GC-02; GC-03
Holzer, Gerlinde	O0001	GC-01; GC-02; GC-03
Hom, Nancy	O0001	GC-01; GC-02; GC-03
Hon, Don	O0001	GC-01; GC-02; GC-03
Honadel, Linda	O0001	GC-01; GC-02; GC-03
Honeycutt, Jared	O0001	GC-01; GC-02; GC-03
Hong, Celeste	O0001	GC-01; GC-02; GC-03
Honigsblum, Alexander	O0001	GC-01; GC-02; GC-03
Honish, Robert	O0001	GC-01; GC-02; GC-03
Hood, Kim	O0001	GC-01; GC-02; GC-03
Hood-Marchig, Stacey	O0001	GC-01; GC-02; GC-03
Hoodwin, Marcia	O0001	GC-01; GC-02; GC-03
Hooley, Merle	O0001	GC-01; GC-02; GC-03
Hooper, Steve	O0001	GC-01; GC-02; GC-03
Hooper, Tracey	O0001	GC-01; GC-02; GC-03
Hoover, Laura	O0001	GC-01; GC-02; GC-03
Hope, Katherine	O0001	GC-01; GC-02; GC-03
Hope, Phillip	O0001	GC-01; GC-02; GC-03
Hopewell, Sara	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Hopkins, Jean	O0001	GC-01; GC-02; GC-03
Hopkins, Natasha	O0001	GC-01; GC-02; GC-03
Hoppenbrouwers, Elke	O0001	GC-01; GC-02; GC-03
Hopper, Chelsea	O0001	GC-01; GC-02; GC-03
Hopwood, Timothy	O0001	GC-01; GC-02; GC-03
Horan, Debbie	O0001	GC-01; GC-02; GC-03
Horan, Debby	O0001	GC-01; GC-02; GC-03
Horn, Keith	O0001	GC-01; GC-02; GC-03
Horne, Brandy	O0001	GC-01; GC-02; GC-03
Horner, Jerry	O0001	GC-01; GC-02; GC-03
Horowitz, Christine	O0001	GC-01; GC-02; GC-03
Horowitz, Ira	O0001	GC-01; GC-02; GC-03
Horsmon, Jennifer	O0001	GC-01; GC-02; GC-03
Horter, Martha	O0001	GC-01; GC-02; GC-03
Horton, Brian	O0001	GC-01; GC-02; GC-03
Horton, Christine	O0001	GC-01; GC-02; GC-03
Horton, Deanna	O0001	GC-01; GC-02; GC-03
Horton, Karen	O0001	GC-01; GC-02; GC-03
Horwitz, Martin	O0001	GC-01; GC-02; GC-03
Hoskin, Cornelia	O0001	GC-01; GC-02; GC-03
Hosta, Denise	O0001	GC-01; GC-02; GC-03
Hottenstein, Tara	O0001	GC-01; GC-02; GC-03
Hough, Susan	O0001	GC-01; GC-02; GC-03
House, Adobe	O0001	GC-01; GC-02; GC-03
Houseworth, Bradley	O0001	GC-01; GC-02; GC-03
Houston, Meghan	O0001	GC-01; GC-02; GC-03
Hovorka, Annette	O0001	GC-01; GC-02; GC-03
Howard, Jeanlynn	O0001	GC-01; GC-02; GC-03
Howard, Marcia	O0001	GC-01; GC-02; GC-03
Howard, Jessica	O0001	GC-01; GC-02; GC-03
Howard, Kristen	O0001	GC-01; GC-02; GC-03
Howe, Betty	O0001	GC-01; GC-02; GC-03
Howe, Tonia	O0001	GC-01; GC-02; GC-03
Howe, William J.	O0001	GC-01; GC-02; GC-03
Howe, Barb	O0001	GC-01; GC-02; GC-03
Howe, Judy	O0001	GC-01; GC-02; GC-03
Howell, Linda	O0001	GC-01; GC-02; GC-03
Howell, Crystal	O0001	GC-01; GC-02; GC-03
Howell, Jennifer	O0001	GC-01; GC-02; GC-03
Howell, Lisa	O0001	GC-01; GC-02; GC-03
Howes, William	O0001	GC-01; GC-02; GC-03
Howes, Lois	O0001	GC-01; GC-02; GC-03
Howie, Linda	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Howse-Kurtz, Missy	O0001	GC-01; GC-02; GC-03
Hoyt, Debra	O0001	GC-01; GC-02; GC-03
Hoyt, Carol	O0001	GC-01; GC-02; GC-03
Hren, Joyce	O0001	GC-01; GC-02; GC-03
Hubbard, Cyndy	O0001	GC-01; GC-02; GC-03
Hubbard, Dan	O0001	GC-01; GC-02; GC-03
Huber, D.	O0001	GC-01; GC-02; GC-03
Huckel, Mark	O0001	GC-01; GC-02; GC-03
Hudak, Lindsey	O0001	GC-01; GC-02; GC-03
Hudar, Marianne	O0001	GC-01; GC-02; GC-03
Hudgen, Julia	O0001	GC-01; GC-02; GC-03
Hudock, Chris	O0001	GC-01; GC-02; GC-03
Hudson, Harry	O0001	GC-01; GC-02; GC-03
Hudson, Jaime	O0001	GC-01; GC-02; GC-03
Hudson, Shelly	O0001	GC-01; GC-02; GC-03
Hudzik, Kristie	O0001	GC-01; GC-02; GC-03
Huebner, Gary	O0001	GC-01; GC-02; GC-03
Huenefeld, Mary-Alyce	O0001	GC-01; GC-02; GC-03
Huerta, Carolynn	O0001	GC-01; GC-02; GC-03
Huerta, John	O0001	GC-01; GC-02; GC-03
Huff, Terry	O0001	GC-01; GC-02; GC-03
Huffman, Julie	O0001	GC-01; GC-02; GC-03
Huffman, Melodie	O0001	GC-01; GC-02; GC-03
Huffman, Melody	O0001	GC-01; GC-02; GC-03
Hufnagel, Martha	O0001	GC-01; GC-02; GC-03
Hufnagel, Glenn	O0001	GC-01; GC-02; GC-03
Hugg, Lisa	O0001	GC-01; GC-02; GC-03
Huggins, Gordon	O0001	GC-01; GC-02; GC-03
Hughes, Franklin I.	O0001	GC-01; GC-02; GC-03
Hughes, Vickie	O0001	GC-01; GC-02; GC-03
Hughes, Angela	O0001	GC-01; GC-02; GC-03
Hughes, Col	O0001	GC-01; GC-02; GC-03
Hughes, Janice	O0001	GC-01; GC-02; GC-03
Hughes, Julie	O0001	GC-01; GC-02; GC-03
Hughes, Laurel	O0001	GC-01; GC-02; GC-03
Hughes, Lisa	O0001	GC-01; GC-02; GC-03
Hughes, Mallory	O0001	GC-01; GC-02; GC-03
Hughes, Morton	O0001	GC-01; GC-02; GC-03
Hughes, Richard	O0001	GC-01; GC-02; GC-03
Hughes, Robert	O0001	GC-01; GC-02; GC-03
Hughes, Vicki	O0001	GC-01; GC-02; GC-03
Hull, Cynthia	O0001	GC-01; GC-02; GC-03
Hull, Gary	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Hull, Juanita	O0001	GC-01; GC-02; GC-03
Hull, Lise	O0001	GC-01; GC-02; GC-03
Hull, Rebecca	O0001	GC-01; GC-02; GC-03
Hulme, Virginia	O0001	GC-01; GC-02; GC-03
Humphrey, Eva	O0001	GC-01; GC-02; GC-03
Humphrey, Matthew	O0001	GC-01; GC-02; GC-03
Humphrey, Michele	O0001	GC-01; GC-02; GC-03
Humphrey, Thomas	O0001	GC-01; GC-02; GC-03
Humpston, Paige	O0001	GC-01; GC-02; GC-03
Hunkler, Lisa	O0001	GC-01; GC-02; GC-03
Hunrichs, Paul	O0001	GC-01; GC-02; GC-03
Hunsberger, Ashley	O0001	GC-01; GC-02; GC-03
Hunt, Cyndi	O0001	GC-01; GC-02; GC-03
Hunt, Margaret	O0001	GC-01; GC-02; GC-03
Hunt, Bob	O0001	GC-01; GC-02; GC-03
Hunt, Jo	O0001	GC-01; GC-02; GC-03
Hunt, Nancy	O0001	GC-01; GC-02; GC-03
Hunter, Jan	O0001	GC-01; GC-02; GC-03
Hunter, Leah	O0001	GC-01; GC-02; GC-03
Hunter, Elizabeth	O0001	GC-01; GC-02; GC-03
Hunter, John	O0001	GC-01; GC-02; GC-03
Huntington, Peter	O0001	GC-01; GC-02; GC-03
Hurd, Elaine	O0001	GC-01; GC-02; GC-03
Hurd, Sarah	O0001	GC-01; GC-02; GC-03
Hurley, Brady	O0001	GC-01; GC-02; GC-03
Hurley, Mo	O0001	GC-01; GC-02; GC-03
Hurling, Kathy	O0001	GC-01; GC-02; GC-03
Hurst, June	O0001	GC-01; GC-02; GC-03
Hurst, Mary Susan	O0001	GC-01; GC-02; GC-03
Hurtt, Kimberly	O0001	GC-01; GC-02; GC-03
Hurwitz, Jeffrey	O0001	GC-01; GC-02; GC-03
Husfelt, Melanie	O0001	GC-01; GC-02; GC-03
Huskins, Wanda	O0001	GC-01; GC-02; GC-03
Husted, Harlene	O0001	GC-01; GC-02; GC-03
Hutaff, Chuck	O0001	GC-01; GC-02; GC-03
Hucheson, Jeff	O0001	GC-01; GC-02; GC-03
Hutchin, Kristine	O0001	GC-01; GC-02; GC-03
Hutchings, William	O0001	GC-01; GC-02; GC-03
Hutchins, K.	O0001	GC-01; GC-02; GC-03
Hutchinson, Jerry	O0001	GC-01; GC-02; GC-03
Hutchison, Stanley	O0001	GC-01; GC-02; GC-03
Huttner, Joseph	O0001	GC-01; GC-02; GC-03
Huzenis, Audrey	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Huzij, Thomas	O0001	GC-01; GC-02; GC-03
Hwang, Shauley	O0001	GC-01; GC-02; GC-03
Hyde, Gail	O0001	GC-01; GC-02; GC-03
Hyde, Shane	O0001	GC-01; GC-02; GC-03
Hyland, Lillian	O0001	GC-01; GC-02; GC-03
Hyndman, Carol	O0001	GC-01; GC-02; GC-03
Hynek, Janice	O0001	GC-01; GC-02; GC-03
Hyra, Alek	O0001	GC-01; GC-02; GC-03
Iaderosa, Andrea	O0001	GC-01; GC-02; GC-03
Iannacone, Cynthia	O0001	GC-01; GC-02; GC-03
Iantosca, Bernie	O0001	GC-01; GC-02; GC-03
Ibach, Chris	O0001	GC-01; GC-02; GC-03
Ibarra, Adolfo	O0001	GC-01; GC-02; GC-03
Ihrig, Todd	O0001	GC-01; GC-02; GC-03
Ikler, Bill	O0001	GC-01; GC-02; GC-03
Ilardi, Robert & Virginia	O0001	GC-01; GC-02; GC-03
Ilitis, Michael	O0001	GC-01; GC-02; GC-03
Iluna, Mana	O0001	GC-01; GC-02; GC-03
Imholte, Rachel	O0001	GC-01; GC-02; GC-03
Imler, Donald	O0001	GC-01; GC-02; GC-03
Inganamort, Mike	O0001	GC-01; GC-02; GC-03
Inghram, Dianne	O0001	GC-01; GC-02; GC-03
Ingraham, Claudia	O0001	GC-01; GC-02; GC-03
Ingraham, E.	O0001	GC-01; GC-02; GC-03
Ingram, Carole	O0001	GC-01; GC-02; GC-03
Ingram, Harriet	O0001	GC-01; GC-02; GC-03
Inlender, Rosina	O0001	GC-01; GC-02; GC-03
Inscoe, Di	O0001	GC-01; GC-02; GC-03
Inzerillo, Chuck	O0001	GC-01; GC-02; GC-03
Iommel, Lois	O0001	GC-01; GC-02; GC-03
Iovino, Teresa	O0001	GC-01; GC-02; GC-03
Ippolito, Suzette	O0001	GC-01; GC-02; GC-03
Irving, Mark	O0001	GC-01; GC-02; GC-03
Irwin, B.J.	O0001	GC-01; GC-02; GC-03
Irwin, Marion	O0001	GC-01; GC-02; GC-03
Ishii-Keifer, Takako	O0001	GC-01; GC-02; GC-03
Israel, Theresa	O0001	GC-01; GC-02; GC-03
Israel, Miriam	O0001	GC-01; GC-02; GC-03
Iversen, Sheryl	O0001	GC-01; GC-02; GC-03
Iwankiw, Pilar	O0001	GC-01; GC-02; GC-03
J., RJ	O0001	GC-01; GC-02; GC-03
J.M.	O0001	GC-01; GC-02; GC-03
J.P.	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
J.R.	O0001	GC-01; GC-02; GC-03
Jache, Elizabeth	O0001	GC-01; GC-02; GC-03
Jachimiak, Jim	O0001	GC-01; GC-02; GC-03
Jachlewski, Trisha	O0001	GC-01; GC-02; GC-03
Jackson Jr., Richard	O0001	GC-01; GC-02; GC-03
Jackson, Alicia	O0001	GC-01; GC-02; GC-03
Jackson, Mary	O0001	GC-01; GC-02; GC-03
Jackson, Robbyn	O0001	GC-01; GC-02; GC-03
Jackson, Carol	O0001	GC-01; GC-02; GC-03
Jackson, Dorothy	O0001	GC-01; GC-02; GC-03
Jackson, Ginny	O0001	GC-01; GC-02; GC-03
Jackson, Kathy	O0001	GC-01; GC-02; GC-03
Jackson, Richard	O0001	GC-01; GC-02; GC-03
Jackson, Sasha	O0001	GC-01; GC-02; GC-03
Jackson, Viki	O0001	GC-01; GC-02; GC-03
Jackson, Warren	O0001	GC-01; GC-02; GC-03
Jackson, William	O0001	GC-01; GC-02; GC-03
Jacobowitz, Harold	O0001	GC-01; GC-02; GC-03
Jacobs, Ruth	O0001	GC-01; GC-02; GC-03
Jacobs, Christine	O0001	GC-01; GC-02; GC-03
Jacobs, Michelle	O0001	GC-01; GC-02; GC-03
Jacobs, Nancy	O0001	GC-01; GC-02; GC-03
Jacobs, Roberta	O0001	GC-01; GC-02; GC-03
Jacobsen, Claire	O0001	GC-01; GC-02; GC-03
Jacobson, Bob	O0001	GC-01; GC-02; GC-03
Jacoby, Barbara	O0001	GC-01; GC-02; GC-03
Jadczak, Andrew	O0001	GC-01; GC-02; GC-03
Jaeger, Pam	O0001	GC-01; GC-02; GC-03
Jaeger, Robert	O0001	GC-01; GC-02; GC-03
Jahner, Suzanne	O0001	GC-01; GC-02; GC-03
Jahnke, Leda	O0001	GC-01; GC-02; GC-03
Jakopak, Peggy	O0001	GC-01; GC-02; GC-03
Jalili, Leila	O0001	GC-01; GC-02; GC-03
James, Brenda	O0001	GC-01; GC-02; GC-03
James, Debbie	O0001	GC-01; GC-02; GC-03
James, Alice	O0001	GC-01; GC-02; GC-03
James, Lisa	O0001	GC-01; GC-02; GC-03
James, Martha	O0001	GC-01; GC-02; GC-03
Janac, Cindy	O0001	GC-01; GC-02; GC-03
Janacula, Cathy	O0001	GC-01; GC-02; GC-03
Janczuk, Stan	O0001	GC-01; GC-02; GC-03
Janicki, Diane	O0001	GC-01; GC-02; GC-03
Janke, Eilene	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Janosik, Jennifer	O0001	GC-01; GC-02; GC-03
Jansen, Marietta	O0001	GC-01; GC-02; GC-03
Jarrard, Sue	O0001	GC-01; GC-02; GC-03
Jarrett, Vera	O0001	GC-01; GC-02; GC-03
Jarvis, G. Joan	O0001	GC-01; GC-02; GC-03
Jarvis, Janis	O0001	GC-01; GC-02; GC-03
Jarvis, Keith	O0001	GC-01; GC-02; GC-03
Jarvis, Marsha	O0001	GC-01; GC-02; GC-03
Jaskowitz, Rita	O0001	GC-01; GC-02; GC-03
Jasper, Alan	O0001	GC-01; GC-02; GC-03
Jastromb, Virginia	O0001	GC-01; GC-02; GC-03
Jay, Katharine	O0001	GC-01; GC-02; GC-03
Jean, Ora Jean	O0001	GC-01; GC-02; GC-03
Jednak, Cheryl	O0001	GC-01; GC-02; GC-03
Jefferson, Paul	O0001	GC-01; GC-02; GC-03
Jeffries, Jo	O0001	GC-01; GC-02; GC-03
Jeffries, Sandra	O0001	GC-01; GC-02; GC-03
Jefko, Lisa	O0001	GC-01; GC-02; GC-03
Jegou, Julien	O0001	GC-01; GC-02; GC-03
Jellema, John	O0001	GC-01; GC-02; GC-03
Jena, Alice	O0001	GC-01; GC-02; GC-03
Jenkin, Rob	O0001	GC-01; GC-02; GC-03
Jenkins, Stacey	O0001	GC-01; GC-02; GC-03
Jenkins, Barbara	O0001	GC-01; GC-02; GC-03
Jenkins, Jane	O0001	GC-01; GC-02; GC-03
Jenkins, Janis	O0001	GC-01; GC-02; GC-03
Jenness, Susan	O0001	GC-01; GC-02; GC-03
Jennett, Jim	O0001	GC-01; GC-02; GC-03
Jennier, Gwen	O0001	GC-01; GC-02; GC-03
Jennings, Gina	O0001	GC-01; GC-02; GC-03
Jennings, Christopher	O0001	GC-01; GC-02; GC-03
Jennings, Connie	O0001	GC-01; GC-02; GC-03
Jennings, Jim	O0001	GC-01; GC-02; GC-03
Jennings, Patrice	O0001	GC-01; GC-02; GC-03
Jennings, Scott	O0001	GC-01; GC-02; GC-03
Jenny, Donna	O0001	GC-01; GC-02; GC-03
Jensen, Cindy	O0001	GC-01; GC-02; GC-03
Jensen, Jean	O0001	GC-01; GC-02; GC-03
Jensen, Kathryn	O0001	GC-01; GC-02; GC-03
Jensen, Angela	O0001	GC-01; GC-02; GC-03
Jensen, Jan	O0001	GC-01; GC-02; GC-03
Jensen, Janice	O0001	GC-01; GC-02; GC-03
Jensen, Victoria	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Jeska, Renee	O0001	GC-01; GC-02; GC-03
Jessen, Bridgette	O0001	GC-01; GC-02; GC-03
Jessler, Darynne	O0001	GC-01; GC-02; GC-03
Jeude, Shirley	O0001	GC-01; GC-02; GC-03
Jewett, Lynn	O0001	GC-01; GC-02; GC-03
Jewkes, Penelope	O0001	GC-01; GC-02; GC-03
Jindal, Ashwini	O0001	GC-01; GC-02; GC-03
Jiranek, Pamela	O0001	GC-01; GC-02; GC-03
Jishi, Mazen	O0001	GC-01; GC-02; GC-03
Jitreun, S.	O0001	GC-01; GC-02; GC-03
Joa, Conney	O0001	GC-01; GC-02; GC-03
Job, Beverly	O0001	GC-01; GC-02; GC-03
Job, Raymond H.	O0001	GC-01; GC-02; GC-03
Jochum, Beth	O0001	GC-01; GC-02; GC-03
Johannsen, Mary	O0001	GC-01; GC-02; GC-03
Johannsen, Linda	O0001	GC-01; GC-02; GC-03
Johansen, Penelope	O0001	GC-01; GC-02; GC-03
Johansen, Gina	O0001	GC-01; GC-02; GC-03
John, Oda	O0001	GC-01; GC-02; GC-03
Johns, Rick	O0001	GC-01; GC-02; GC-03
Johnsen, Harold	O0001	GC-01; GC-02; GC-03
Johnson, Bruce	O0001	GC-01; GC-02; GC-03
Johnson, Chad	O0001	GC-01; GC-02; GC-03
Johnson, Chessa Rae	O0001	GC-01; GC-02; GC-03
Johnson, D.	O0001	GC-01; GC-02; GC-03
Johnson, Daniel	O0001	GC-01; GC-02; GC-03
Johnson, Elaine	O0001	GC-01; GC-02; GC-03
Johnson, Elbert	O0001	GC-01; GC-02; GC-03
Johnson, Jennifer	O0001	GC-01; GC-02; GC-03
Johnson, Katherine	O0001	GC-01; GC-02; GC-03
Johnson, Kim	O0001	GC-01; GC-02; GC-03
Johnson, Lynn	O0001	GC-01; GC-02; GC-03
Johnson, Marcia	O0001	GC-01; GC-02; GC-03
Johnson, Mary	O0001	GC-01; GC-02; GC-03
Johnson, Miranda	O0001	GC-01; GC-02; GC-03
Johnson, Nicole	O0001	GC-01; GC-02; GC-03
Johnson, Philip	O0001	GC-01; GC-02; GC-03
Johnson, Rhonda	O0001	GC-01; GC-02; GC-03
Johnson, Richard	O0001	GC-01; GC-02; GC-03
Johnson, Susan	O0001	GC-01; GC-02; GC-03
Johnson, Theresa	O0001	GC-01; GC-02; GC-03
Johnson, Adine	O0001	GC-01; GC-02; GC-03
Johnson, Adrienne	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Johnson, Andrew	O0001	GC-01; GC-02; GC-03
Johnson, Ben	O0001	GC-01; GC-02; GC-03
Johnson, Carol	O0001	GC-01; GC-02; GC-03
Johnson, Clay	O0001	GC-01; GC-02; GC-03
Johnson, Debbie	O0001	GC-01; GC-02; GC-03
Johnson, Denise	O0001	GC-01; GC-02; GC-03
Johnson, Diana	O0001	GC-01; GC-02; GC-03
Johnson, Faith	O0001	GC-01; GC-02; GC-03
Johnson, G.G.	O0001	GC-01; GC-02; GC-03
Johnson, Gary	O0001	GC-01; GC-02; GC-03
Johnson, Gordon	O0001	GC-01; GC-02; GC-03
Johnson, J. DeFrancesco	O0001	GC-01; GC-02; GC-03
Johnson, Jackie	O0001	GC-01; GC-02; GC-03
Johnson, Jan	O0001	GC-01; GC-02; GC-03
Johnson, Janice	O0001	GC-01; GC-02; GC-03
Johnson, Kate E.	O0001	GC-01; GC-02; GC-03
Johnson, Linn	O0001	GC-01; GC-02; GC-03
Johnson, Lizabeth	O0001	GC-01; GC-02; GC-03
Johnson, Logan	O0001	GC-01; GC-02; GC-03
Johnson, Margaret	O0001	GC-01; GC-02; GC-03
Johnson, Matthew	O0001	GC-01; GC-02; GC-03
Johnson, Melissa	O0001	GC-01; GC-02; GC-03
Johnson, Mia	O0001	GC-01; GC-02; GC-03
Johnson, Michele	O0001	GC-01; GC-02; GC-03
Johnson, Pat	O0001	GC-01; GC-02; GC-03
Johnson, Patti	O0001	GC-01; GC-02; GC-03
Johnson, Robert	O0001	GC-01; GC-02; GC-03
Johnson, Sarah	O0001	GC-01; GC-02; GC-03
Johnson, Thomas	O0001	GC-01; GC-02; GC-03
Johnston, Janet	O0001	GC-01; GC-02; GC-03
Johnston, Jean	O0001	GC-01; GC-02; GC-03
Johnston, Allan	O0001	GC-01; GC-02; GC-03
Johnston, Linda	O0001	GC-01; GC-02; GC-03
Johnston, Stephanie	O0001	GC-01; GC-02; GC-03
Joines, Martha	O0001	GC-01; GC-02; GC-03
Joncus, Andrew	O0001	GC-01; GC-02; GC-03
Jones, Alexander	O0001	GC-01; GC-02; GC-03
Jones, Connie	O0001	GC-01; GC-02; GC-03
Jones, David	O0001	GC-01; GC-02; GC-03
Jones, Donna	O0001	GC-01; GC-02; GC-03
Jones, Elizabeth	O0001	GC-01; GC-02; GC-03
Jones, Jan	O0001	GC-01; GC-02; GC-03
Jones, Maryn	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Jones, Sarah	O0001	GC-01; GC-02; GC-03
Jones, Stephanie	O0001	GC-01; GC-02; GC-03
Jones, Tony	O0001	GC-01; GC-02; GC-03
Jones, Tracy	O0001	GC-01; GC-02; GC-03
Jones, Allison	O0001	GC-01; GC-02; GC-03
Jones, Amelia	O0001	GC-01; GC-02; GC-03
Jones, Andrea	O0001	GC-01; GC-02; GC-03
Jones, Anna	O0001	GC-01; GC-02; GC-03
Jones, Annamarie	O0001	GC-01; GC-02; GC-03
Jones, Avianna	O0001	GC-01; GC-02; GC-03
Jones, Betti	O0001	GC-01; GC-02; GC-03
Jones, Buckie	O0001	GC-01; GC-02; GC-03
Jones, Byron	O0001	GC-01; GC-02; GC-03
Jones, Diana	O0001	GC-01; GC-02; GC-03
Jones, Heather	O0001	GC-01; GC-02; GC-03
Jones, Helen	O0001	GC-01; GC-02; GC-03
Jones, Henry	O0001	GC-01; GC-02; GC-03
Jones, Jacqueline	O0001	GC-01; GC-02; GC-03
Jones, Janice	O0001	GC-01; GC-02; GC-03
Jones, Joshua	O0001	GC-01; GC-02; GC-03
Jones, Kenneth	O0001	GC-01; GC-02; GC-03
Jones, Linda	O0001	GC-01; GC-02; GC-03
Jones, Pat	O0001	GC-01; GC-02; GC-03
Jones, Petra	O0001	GC-01; GC-02; GC-03
Jones, Rosemarie	O0001	GC-01; GC-02; GC-03
Jones, Walter	O0001	GC-01; GC-02; GC-03
Jones, Wendy	O0001	GC-01; GC-02; GC-03
Jones-Bedel, Laura	O0001	GC-01; GC-02; GC-03
Jongkind, Peter	O0001	GC-01; GC-02; GC-03
Jongsma, Kathy	O0001	GC-01; GC-02; GC-03
Joos, Sandra	O0001	GC-01; GC-02; GC-03
Jordan, Lance	O0001	GC-01; GC-02; GC-03
Jordan, Sherri	O0001	GC-01; GC-02; GC-03
Jordan, Susan	O0001	GC-01; GC-02; GC-03
Jordan, Joseph	O0001	GC-01; GC-02; GC-03
Jordan, Lee	O0001	GC-01; GC-02; GC-03
Jordan, Mark	O0001	GC-01; GC-02; GC-03
Jordan-Huber, Julianne	O0001	GC-01; GC-02; GC-03
Jorgensen, Alena	O0001	GC-01; GC-02; GC-03
Jorgensen, L.	O0001	GC-01; GC-02; GC-03
Jorgenson, Rhodie	O0001	GC-01; GC-02; GC-03
Jorz, Martha	O0001	GC-01; GC-02; GC-03
Josephi, Thomas	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Jourdenais, Richard	O0001	GC-01; GC-02; GC-03
Joyce, Barb	O0001	GC-01; GC-02; GC-03
Joyce, Shannon	O0001	GC-01; GC-02; GC-03
Joyce, Yalane	O0001	GC-01; GC-02; GC-03
Joyner, Marjorie	O0001	GC-01; GC-02; GC-03
Juba, Anne	O0001	GC-01; GC-02; GC-03
Juchert, Walter	O0001	GC-01; GC-02; GC-03
Judge, Carla	O0001	GC-01; GC-02; GC-03
Julie, Clayman	O0001	GC-01; GC-02; GC-03
Juliusson, Marguerite	O0001	GC-01; GC-02; GC-03
Jung, Diane	O0001	GC-01; GC-02; GC-03
Jurgensen, Catherine	O0001	GC-01; GC-02; GC-03
Juric, Eileen	O0001	GC-01; GC-02; GC-03
Justus-Rusconi, Valerie	O0001	GC-01; GC-02; GC-03
K.G.	O0001	GC-01; GC-02; GC-03
K.L.	O0001	GC-01; GC-02; GC-03
Kacmar, Lisa	O0001	GC-01; GC-02; GC-03
Kadar, Zach	O0001	GC-01; GC-02; GC-03
Kaegel, Melissa	O0001	GC-01; GC-02; GC-03
Kaffer, Kathryn	O0001	GC-01; GC-02; GC-03
Kafka, Mo	O0001	GC-01; GC-02; GC-03
Kahakalau, Nalei	O0001	GC-01; GC-02; GC-03
Kahigian, Peter	O0001	GC-01; GC-02; GC-03
Kahn, Bryan	O0001	GC-01; GC-02; GC-03
Kahn, Lynnda	O0001	GC-01; GC-02; GC-03
Kahn, Mariko	O0001	GC-01; GC-02; GC-03
Kahney, Pauline	O0001	GC-01; GC-02; GC-03
Kain, Jennifer	O0001	GC-01; GC-02; GC-03
Kaiser, Kathleen	O0001	GC-01; GC-02; GC-03
Kaiser, Rose Ann	O0001	GC-01; GC-02; GC-03
Kalamatas, Kristin	O0001	GC-01; GC-02; GC-03
Kalan, Susan	O0001	GC-01; GC-02; GC-03
Kaleh, Judi	O0001	GC-01; GC-02; GC-03
Kalenich-Pace, Arleen	O0001	GC-01; GC-02; GC-03
Kalinski, Ray	O0001	GC-01; GC-02; GC-03
Kalka, Paul	O0001	GC-01; GC-02; GC-03
Kallenbach, Cheryl	O0001	GC-01; GC-02; GC-03
Kalnes, Tom	O0001	GC-01; GC-02; GC-03
Kaluza, N.	O0001	GC-01; GC-02; GC-03
Kamath, Tara	O0001	GC-01; GC-02; GC-03
Kaminsky, Carol	O0001	GC-01; GC-02; GC-03
Kammel, Frank	O0001	GC-01; GC-02; GC-03
Kammerud, Lance	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Kammerud, J.	O0001	GC-01; GC-02; GC-03
Kamp, Ronald	O0001	GC-01; GC-02; GC-03
Kanar, Henry	O0001	GC-01; GC-02; GC-03
Kane, Caitilin	O0001	GC-01; GC-02; GC-03
Kane, Jolyne	O0001	GC-01; GC-02; GC-03
Kane, Pamela	O0001	GC-01; GC-02; GC-03
Kanno, Tracy	O0001	GC-01; GC-02; GC-03
Kanter, Barbara	O0001	GC-01; GC-02; GC-03
Kantola, Barbara	O0001	GC-01; GC-02; GC-03
Kanzer, Michaelain	O0001	GC-01; GC-02; GC-03
Kapecki, Jon	O0001	GC-01; GC-02; GC-03
Kaplan, David	O0001	GC-01; GC-02; GC-03
Kaplan, Ronnie	O0001	GC-01; GC-02; GC-03
Kaplan, Sarah	O0001	GC-01; GC-02; GC-03
Kaplan, Linda	O0001	GC-01; GC-02; GC-03
Kappas, James	O0001	GC-01; GC-02; GC-03
Kappy, Glen	O0001	GC-01; GC-02; GC-03
Karasinski, Janet	O0001	GC-01; GC-02; GC-03
Kardulas, Aimee	O0001	GC-01; GC-02; GC-03
Karimi, Ana	O0001	GC-01; GC-02; GC-03
Karle, Sandra	O0001	GC-01; GC-02; GC-03
Karos, Linda	O0001	GC-01; GC-02; GC-03
Karpel, Ruth	O0001	GC-01; GC-02; GC-03
Kashian-Snow, Barbara	O0001	GC-01; GC-02; GC-03
Kashickey-Dimasso, Kari	O0001	GC-01; GC-02; GC-03
Kasnicka, Cindy	O0001	GC-01; GC-02; GC-03
Kast, Edward	O0001	GC-01; GC-02; GC-03
Kast, Kenneth	O0001	GC-01; GC-02; GC-03
Kaster, Sydney	O0001	GC-01; GC-02; GC-03
Kasurin, John	O0001	GC-01; GC-02; GC-03
Kathy, Kathy	O0001	GC-01; GC-02; GC-03
Katirai, Eli	O0001	GC-01; GC-02; GC-03
Katten, DC	O0001	GC-01; GC-02; GC-03
Katterson, Melissa	O0001	GC-01; GC-02; GC-03
Katts, Pewter	O0001	GC-01; GC-02; GC-03
Katz, Elana	O0001	GC-01; GC-02; GC-03
Katz, Ronald	O0001	GC-01; GC-02; GC-03
Katz, Sara	O0001	GC-01; GC-02; GC-03
Katzen, James	O0001	GC-01; GC-02; GC-03
Kauffman, Maryann	O0001	GC-01; GC-02; GC-03
Kauffmann, Faith	O0001	GC-01; GC-02; GC-03
Kaufman, David	O0001	GC-01; GC-02; GC-03
Kaufman, Andrea	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Kaufman, Ekaterina	O0001	GC-01; GC-02; GC-03
Kaufman, Joan	O0001	GC-01; GC-02; GC-03
Kawamura, James	O0001	GC-01; GC-02; GC-03
Kawszan, Karen	O0001	GC-01; GC-02; GC-03
Kay, Mindy	O0001	GC-01; GC-02; GC-03
Kay, Joel	O0001	GC-01; GC-02; GC-03
Kaye, Sharon	O0001	GC-01; GC-02; GC-03
Kayser, Gabrielle	O0001	GC-01; GC-02; GC-03
Kaysinger, Kathleen	O0001	GC-01; GC-02; GC-03
Kazalas, Marguerite	O0001	GC-01; GC-02; GC-03
Kazlauskas, Anne	O0001	GC-01; GC-02; GC-03
Kearney, Dan	O0001	GC-01; GC-02; GC-03
Kearney, Vivian	O0001	GC-01; GC-02; GC-03
Kearns, Alex	O0001	GC-01; GC-02; GC-03
Kearns, Megan	O0001	GC-01; GC-02; GC-03
Keasler, Andrew	O0001	GC-01; GC-02; GC-03
Keast, Alix	O0001	GC-01; GC-02; GC-03
Keats, James	O0001	GC-01; GC-02; GC-03
Keegan, Helen	O0001	GC-01; GC-02; GC-03
Keeler, Richard	O0001	GC-01; GC-02; GC-03
Keene, Stephanie	O0001	GC-01; GC-02; GC-03
Keeping, Virginia	O0001	GC-01; GC-02; GC-03
Kehl, David	O0001	GC-01; GC-02; GC-03
Kehr, Kathrine	O0001	GC-01; GC-02; GC-03
Keighron, Amanda	O0001	GC-01; GC-02; GC-03
Keim, Steve	O0001	GC-01; GC-02; GC-03
Keinath, Marilyn	O0001	GC-01; GC-02; GC-03
Keiser, Robert	O0001	GC-01; GC-02; GC-03
Keith, Kathryn	O0001	GC-01; GC-02; GC-03
Kellam, Marcia	O0001	GC-01; GC-02; GC-03
Kellam, Severn	O0001	GC-01; GC-02; GC-03
Keller, Janet G.	O0001	GC-01; GC-02; GC-03
Keller, Jacqueline	O0001	GC-01; GC-02; GC-03
Kellermann, Thomasin	O0001	GC-01; GC-02; GC-03
Kelley, Carol	O0001	GC-01; GC-02; GC-03
Kelley, Rachel	O0001	GC-01; GC-02; GC-03
Kelley, Timothy	O0001	GC-01; GC-02; GC-03
Kelley, Dorinda	O0001	GC-01; GC-02; GC-03
Kelley, Pat	O0001	GC-01; GC-02; GC-03
Kelley, Paul	O0001	GC-01; GC-02; GC-03
Kellman, Lisa	O0001	GC-01; GC-02; GC-03
Kellner, Jeanne	O0001	GC-01; GC-02; GC-03
Kellogg, Adrienne	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Kellogg, Keith	O0001	GC-01; GC-02; GC-03
Kelly, Barbara	O0001	GC-01; GC-02; GC-03
Kelly, Cody	O0001	GC-01; GC-02; GC-03
Kelly, Diane O.	O0001	GC-01; GC-02; GC-03
Kelly, Elizabeth	O0001	GC-01; GC-02; GC-03
Kelly, John	O0001	GC-01; GC-02; GC-03
Kelly, Karen	O0001	GC-01; GC-02; GC-03
Kelly, Wayne	O0001	GC-01; GC-02; GC-03
Kelsheimer, Elise	O0001	GC-01; GC-02; GC-03
Kelso, Carolyn	O0001	GC-01; GC-02; GC-03
Kemnitz, Kristine	O0001	GC-01; GC-02; GC-03
Kemp, Elizabeth	O0001	GC-01; GC-02; GC-03
Kemp, Kiley	O0001	GC-01; GC-02; GC-03
Kenady, Cheryl	O0001	GC-01; GC-02; GC-03
Kendrick, Missy	O0001	GC-01; GC-02; GC-03
Kendrick, Thomas	O0001	GC-01; GC-02; GC-03
Kenion, Lisa	O0001	GC-01; GC-02; GC-03
Kenley, B.G.	O0001	GC-01; GC-02; GC-03
Kennedy, Karen	O0001	GC-01; GC-02; GC-03
Kennedy, Robert	O0001	GC-01; GC-02; GC-03
Kennedy, William	O0001	GC-01; GC-02; GC-03
Kennedy, Charlene	O0001	GC-01; GC-02; GC-03
Kennedy, Debbie	O0001	GC-01; GC-02; GC-03
Kennedy, Jeanne	O0001	GC-01; GC-02; GC-03
Kennedy, Scott	O0001	GC-01; GC-02; GC-03
Kenny, Bonnie	O0001	GC-01; GC-02; GC-03
Kenny, Pamela	O0001	GC-01; GC-02; GC-03
Kent, Gwendolyn	O0001	GC-01; GC-02; GC-03
Kent, Diane	O0001	GC-01; GC-02; GC-03
Kentfield, Maren	O0001	GC-01; GC-02; GC-03
Kepner, Seth	O0001	GC-01; GC-02; GC-03
Kepner, Susan	O0001	GC-01; GC-02; GC-03
Kerkhoff, Barbara	O0001	GC-01; GC-02; GC-03
Kerman, Paul	O0001	GC-01; GC-02; GC-03
Kern, B.	O0001	GC-01; GC-02; GC-03
Kern, Madeleine Fisher	O0001	GC-01; GC-02; GC-03
Kerns, Wesley	O0001	GC-01; GC-02; GC-03
Kerr, Gayle	O0001	GC-01; GC-02; GC-03
Kerr, Judi	O0001	GC-01; GC-02; GC-03
Kerr, Lynda	O0001	GC-01; GC-02; GC-03
Kerr, Sandra	O0001	GC-01; GC-02; GC-03
Kessinger, Jerry	O0001	GC-01; GC-02; GC-03
Kessler, Robin	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Kessler, Susan	O0001	GC-01; GC-02; GC-03
Ketcherside, Sharon	O0001	GC-01; GC-02; GC-03
Ketchum, Kenneth	O0001	GC-01; GC-02; GC-03
Ketola, Verena	O0001	GC-01; GC-02; GC-03
Kettelhut, Henry	O0001	GC-01; GC-02; GC-03
Kettell, Meg	O0001	GC-01; GC-02; GC-03
Kettering, Charles	O0001	GC-01; GC-02; GC-03
Ketz-Robinson, Elizabeth	O0001	GC-01; GC-02; GC-03
Keys, Jennifer	O0001	GC-01; GC-02; GC-03
Keyser, Donald	O0001	GC-01; GC-02; GC-03
Kharche, Roxanne	O0001	GC-01; GC-02; GC-03
Khazai, Carol	O0001	GC-01; GC-02; GC-03
Khell, Joanne	O0001	GC-01; GC-02; GC-03
Kibler, J.K.	O0001	GC-01; GC-02; GC-03
Kidd, Linda	O0001	GC-01; GC-02; GC-03
Kiefer, Andrew	O0001	GC-01; GC-02; GC-03
Kieffer, Ramsay	O0001	GC-01; GC-02; GC-03
Kiefner, Joseph	O0001	GC-01; GC-02; GC-03
Kielman, Laura	O0001	GC-01; GC-02; GC-03
Kiely, Kathleen	O0001	GC-01; GC-02; GC-03
Kiener, Karen	O0001	GC-01; GC-02; GC-03
Kiernan, Elizabeth	O0001	GC-01; GC-02; GC-03
Kiesling, Jon	O0001	GC-01; GC-02; GC-03
Kiffmeyer, Steve	O0001	GC-01; GC-02; GC-03
Killam, Lynn	O0001	GC-01; GC-02; GC-03
Kilroy, Diana	O0001	GC-01; GC-02; GC-03
Kincaid, Alison	O0001	GC-01; GC-02; GC-03
Kindel, Karen	O0001	GC-01; GC-02; GC-03
Kinder, Steve	O0001	GC-01; GC-02; GC-03
Kindfield, Ann	O0001	GC-01; GC-02; GC-03
King, Barbara	O0001	GC-01; GC-02; GC-03
King, Chris	O0001	GC-01; GC-02; GC-03
King, M.	O0001	GC-01; GC-02; GC-03
King, Terry	O0001	GC-01; GC-02; GC-03
King, Carol	O0001	GC-01; GC-02; GC-03
King, Christen	O0001	GC-01; GC-02; GC-03
King, Christine	O0001	GC-01; GC-02; GC-03
King, Deborah C.	O0001	GC-01; GC-02; GC-03
King, Gabrielle	O0001	GC-01; GC-02; GC-03
King, Jacquelyn	O0001	GC-01; GC-02; GC-03
King, Kathleen	O0001	GC-01; GC-02; GC-03
King, Laurie	O0001	GC-01; GC-02; GC-03
King, Meghan	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
King, Paul	O0001	GC-01; GC-02; GC-03
King, Ruth	O0001	GC-01; GC-02; GC-03
King, Tammy	O0001	GC-01; GC-02; GC-03
King, Theodore	O0001	GC-01; GC-02; GC-03
King, Tiffany	O0001	GC-01; GC-02; GC-03
Kingett, Kathie	O0001	GC-01; GC-02; GC-03
Kingsley, Wilder	O0001	GC-01; GC-02; GC-03
Kinney, Douglas	O0001	GC-01; GC-02; GC-03
Kiphart, Kerry	O0001	GC-01; GC-02; GC-03
Kirby, Nathan	O0001	GC-01; GC-02; GC-03
Kirby, Liane	O0001	GC-01; GC-02; GC-03
Kirchdoerfer, Karen	O0001	GC-01; GC-02; GC-03
Kircher, Alissa	O0001	GC-01; GC-02; GC-03
Kirchner, John	O0001	GC-01; GC-02; GC-03
Kirk, Nancy Jo	O0001	GC-01; GC-02; GC-03
Kirk, Deanna Pena	O0001	GC-01; GC-02; GC-03
Kirk, Faith	O0001	GC-01; GC-02; GC-03
Kirkham, Pamela	O0001	GC-01; GC-02; GC-03
Kirkpatrick, Marian	O0001	GC-01; GC-02; GC-03
Kirsh, Julie	O0001	GC-01; GC-02; GC-03
Kisamore, Mary	O0001	GC-01; GC-02; GC-03
Kiselewich, Kathleen	O0001	GC-01; GC-02; GC-03
Kissel, Natalie	O0001	GC-01; GC-02; GC-03
Kita, Karen	O0001	GC-01; GC-02; GC-03
Kitchen, Judy	O0001	GC-01; GC-02; GC-03
Kite, Richard	O0001	GC-01; GC-02; GC-03
Kite, Helen	O0001	GC-01; GC-02; GC-03
Kittell, Kaitlyn	O0001	GC-01; GC-02; GC-03
Kittner, Lorraine	O0001	GC-01; GC-02; GC-03
Kitzinger, Jana	O0001	GC-01; GC-02; GC-03
Kjono, Pamela	O0001	GC-01; GC-02; GC-03
Klang, Robert	O0001	GC-01; GC-02; GC-03
Klass, David	O0001	GC-01; GC-02; GC-03
Klass, Kristin	O0001	GC-01; GC-02; GC-03
Klass, Naomi	O0001	GC-01; GC-02; GC-03
Klassen, David	O0001	GC-01; GC-02; GC-03
Klausing, Michael	O0001	GC-01; GC-02; GC-03
Kleber, Tracey	O0001	GC-01; GC-02; GC-03
Kleber, Craig	O0001	GC-01; GC-02; GC-03
Kleeman, Cheryl	O0001	GC-01; GC-02; GC-03
Klein, Sandra	O0001	GC-01; GC-02; GC-03
Klein, Irene	O0001	GC-01; GC-02; GC-03
Klein, Jill	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Klein, M.	O0001	GC-01; GC-02; GC-03
Klein, Renee	O0001	GC-01; GC-02; GC-03
Kleis, Angela	O0001	GC-01; GC-02; GC-03
Klempin, Serena	O0001	GC-01; GC-02; GC-03
Klepak, Lisa	O0001	GC-01; GC-02; GC-03
Kleyn, Jeanne	O0001	GC-01; GC-02; GC-03
Kligman, Adrienne	O0001	GC-01; GC-02; GC-03
Klimovich, Roberta	O0001	GC-01; GC-02; GC-03
Kline, Gerald	O0001	GC-01; GC-02; GC-03
Kline, Norma	O0001	GC-01; GC-02; GC-03
Kline, Karla	O0001	GC-01; GC-02; GC-03
Kline, Steven	O0001	GC-01; GC-02; GC-03
Kling, Joanna	O0001	GC-01; GC-02; GC-03
Klinger, Paul	O0001	GC-01; GC-02; GC-03
Klipfel II, George	O0001	GC-01; GC-02; GC-03
Klisch, Norma	O0001	GC-01; GC-02; GC-03
Klosterman, Pete	O0001	GC-01; GC-02; GC-03
Kmak, Howard	O0001	GC-01; GC-02; GC-03
Kminek, Frank	O0001	GC-01; GC-02; GC-03
Knack, Joe	O0001	GC-01; GC-02; GC-03
Knapp, Bonita	O0001	GC-01; GC-02; GC-03
Kneifel, Harry	O0001	GC-01; GC-02; GC-03
Knezha, Lisa	O0001	GC-01; GC-02; GC-03
Kniess, Betty	O0001	GC-01; GC-02; GC-03
Knight, E.M.	O0001	GC-01; GC-02; GC-03
Knight, Haven	O0001	GC-01; GC-02; GC-03
Knight, Julia	O0001	GC-01; GC-02; GC-03
Knight, Konnie	O0001	GC-01; GC-02; GC-03
Knight, Lisa	O0001	GC-01; GC-02; GC-03
Knight, Mary	O0001	GC-01; GC-02; GC-03
Kniola, Marjorie	O0001	GC-01; GC-02; GC-03
Knipping, Anie	O0001	GC-01; GC-02; GC-03
Knobel, Susan	O0001	GC-01; GC-02; GC-03
Knoepfler, Andrea	O0001	GC-01; GC-02; GC-03
Knoll, Carolyn	O0001	GC-01; GC-02; GC-03
Knoppers, Sherry	O0001	GC-01; GC-02; GC-03
Knorr, Linda	O0001	GC-01; GC-02; GC-03
Knott, Ann	O0001	GC-01; GC-02; GC-03
Knouse, Tracey	O0001	GC-01; GC-02; GC-03
Knowlton, Jean	O0001	GC-01; GC-02; GC-03
Knowlton, Richard	O0001	GC-01; GC-02; GC-03
Knox, Harry	O0001	GC-01; GC-02; GC-03
Knuteson, Mary	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Kobayashi, Hugo	O0001	GC-01; GC-02; GC-03
Koch, Amy	O0001	GC-01; GC-02; GC-03
Koch, Joann	O0001	GC-01; GC-02; GC-03
Koch, Cary	O0001	GC-01; GC-02; GC-03
Koch, John	O0001	GC-01; GC-02; GC-03
Kocher, Sharon	O0001	GC-01; GC-02; GC-03
Kodish, Stephanie	O0001	GC-01; GC-02; GC-03
Koe, Sharon	O0001	GC-01; GC-02; GC-03
Koehler, Cheri	O0001	GC-01; GC-02; GC-03
Koehnen, Mark	O0001	GC-01; GC-02; GC-03
Koehrsen, Glenn	O0001	GC-01; GC-02; GC-03
Koeller, David	O0001	GC-01; GC-02; GC-03
Koenig, Karen	O0001	GC-01; GC-02; GC-03
Koerner, John	O0001	GC-01; GC-02; GC-03
Koerper, M.J.	O0001	GC-01; GC-02; GC-03
Koessel, Karl	O0001	GC-01; GC-02; GC-03
Kofler, Michelle	O0001	GC-01; GC-02; GC-03
Kohl, Teresa	O0001	GC-01; GC-02; GC-03
Kohl, Dianea	O0001	GC-01; GC-02; GC-03
Kohler, Katharine	O0001	GC-01; GC-02; GC-03
Koivisto, Ellen	O0001	GC-01; GC-02; GC-03
Kolassa, Michael F.	O0001	GC-01; GC-02; GC-03
Kolb, Erik	O0001	GC-01; GC-02; GC-03
Kolessar, Joan	O0001	GC-01; GC-02; GC-03
Kolessar, Gergg	O0001	GC-01; GC-02; GC-03
Kollar, Susan	O0001	GC-01; GC-02; GC-03
Kolodner, Janet	O0001	GC-01; GC-02; GC-03
Komisarof, Jeff	O0001	GC-01; GC-02; GC-03
Komlo, Michael	O0001	GC-01; GC-02; GC-03
Kong, Vanessa	O0001	GC-01; GC-02; GC-03
Konietzny, Elga	O0001	GC-01; GC-02; GC-03
Konopacki, Gail	O0001	GC-01; GC-02; GC-03
Konstanty, Kristin	O0001	GC-01; GC-02; GC-03
Koo, Rebecca	O0001	GC-01; GC-02; GC-03
Koop, Kandyce	O0001	GC-01; GC-02; GC-03
Koopmans, Becky	O0001	GC-01; GC-02; GC-03
Kopp, Isabel	O0001	GC-01; GC-02; GC-03
Koran, Kathleen	O0001	GC-01; GC-02; GC-03
Korel, Melek	O0001	GC-01; GC-02; GC-03
Koritz, Mark	O0001	GC-01; GC-02; GC-03
Korner, Jeff	O0001	GC-01; GC-02; GC-03
Korson, Steven	O0001	GC-01; GC-02; GC-03
Kosatka, Scott	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Kosec, Dawn	O0001	GC-01; GC-02; GC-03
Kosmala, Karen	O0001	GC-01; GC-02; GC-03
Kosowicz, Aleks	O0001	GC-01; GC-02; GC-03
Kostiv, Steven	O0001	GC-01; GC-02; GC-03
Kostka, Shane	O0001	GC-01; GC-02; GC-03
Kotch, Brant	O0001	GC-01; GC-02; GC-03
Kotelnikova, Marina	O0001	GC-01; GC-02; GC-03
Kotz, Stephanie	O0001	GC-01; GC-02; GC-03
Koundry, Deborah	O0001	GC-01; GC-02; GC-03
Kovach, Nancy	O0001	GC-01; GC-02; GC-03
Kovalcik, Nicholas	O0001	GC-01; GC-02; GC-03
Kovari, Linda	O0001	GC-01; GC-02; GC-03
Koven, Tom	O0001	GC-01; GC-02; GC-03
Kovich, Jenni	O0001	GC-01; GC-02; GC-03
Kovich, Joseph	O0001	GC-01; GC-02; GC-03
Kowalchick, Kathlene	O0001	GC-01; GC-02; GC-03
Kowalski, Michele	O0001	GC-01; GC-02; GC-03
Kowsky, Maureen	O0001	GC-01; GC-02; GC-03
Kozinski, Susan	O0001	GC-01; GC-02; GC-03
Kozminsky, Denise	O0001	GC-01; GC-02; GC-03
Kraemer, Eva	O0001	GC-01; GC-02; GC-03
Krager, Mary Claire	O0001	GC-01; GC-02; GC-03
Krainman, Peggy	O0001	GC-01; GC-02; GC-03
Kral, Suzanne	O0001	GC-01; GC-02; GC-03
Kralick, Sharon	O0001	GC-01; GC-02; GC-03
Kramchak, Garry	O0001	GC-01; GC-02; GC-03
Kramer, Edwin	O0001	GC-01; GC-02; GC-03
Kramer, Gavin	O0001	GC-01; GC-02; GC-03
Kramer, Julie	O0001	GC-01; GC-02; GC-03
Kramer, Paul	O0001	GC-01; GC-02; GC-03
Kranowski, Steven	O0001	GC-01; GC-02; GC-03
Krasky, Thomas	O0001	GC-01; GC-02; GC-03
Krause, William	O0001	GC-01; GC-02; GC-03
Krause, Doug	O0001	GC-01; GC-02; GC-03
Kraushaar, Sunday	O0001	GC-01; GC-02; GC-03
Kravis, Randy	O0001	GC-01; GC-02; GC-03
Krebs, Jim	O0001	GC-01; GC-02; GC-03
Kreidler, Jeffrey	O0001	GC-01; GC-02; GC-03
Kreiner-Smith, Jill	O0001	GC-01; GC-02; GC-03
Kreitz, Cynthia	O0001	GC-01; GC-02; GC-03
Krell-Bates, Diane	O0001	GC-01; GC-02; GC-03
Kremer, Michael	O0001	GC-01; GC-02; GC-03
Kremers, David	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Kremmer, Danielle	O0001	GC-01; GC-02; GC-03
Kretmar, Gerald	O0001	GC-01; GC-02; GC-03
Kriner, Kristine	O0001	GC-01; GC-02; GC-03
Kring, Juli	O0001	GC-01; GC-02; GC-03
Krinsky, William	O0001	GC-01; GC-02; GC-03
Kripli, Paul	O0001	GC-01; GC-02; GC-03
Kriston, Ira	O0001	GC-01; GC-02; GC-03
Kritzman, Philip	O0001	GC-01; GC-02; GC-03
Krivit, Tami	O0001	GC-01; GC-02; GC-03
Krljic, Marianne	O0001	GC-01; GC-02; GC-03
Kroeger, Wendy	O0001	GC-01; GC-02; GC-03
Kroeger-Mappes, Joy	O0001	GC-01; GC-02; GC-03
Krokowski, Stephen	O0001	GC-01; GC-02; GC-03
Kroske, Kelly	O0001	GC-01; GC-02; GC-03
Krueger, Bruce	O0001	GC-01; GC-02; GC-03
Krueger, David	O0001	GC-01; GC-02; GC-03
Krueger, Michelle	O0001	GC-01; GC-02; GC-03
Krug, Ilana	O0001	GC-01; GC-02; GC-03
Kruger, Cynthia	O0001	GC-01; GC-02; GC-03
Kruger, Suzanne	O0001	GC-01; GC-02; GC-03
Krugman, Charles L.	O0001	GC-01; GC-02; GC-03
Krulewitz, Judith	O0001	GC-01; GC-02; GC-03
Krupa, Dave	O0001	GC-01; GC-02; GC-03
Krupinski, Keith	O0001	GC-01; GC-02; GC-03
Kruppa, Muriel	O0001	GC-01; GC-02; GC-03
Kryshak, Walter	O0001	GC-01; GC-02; GC-03
Krywko, Kevin	O0001	GC-01; GC-02; GC-03
Kubachka, Beverly	O0001	GC-01; GC-02; GC-03
Kubiak, Matthew	O0001	GC-01; GC-02; GC-03
Kuc, Diane	O0001	GC-01; GC-02; GC-03
Kuciej, Walter	O0001	GC-01; GC-02; GC-03
Kuckel, Charles	O0001	GC-01; GC-02; GC-03
Kuczynski, Kathleen	O0001	GC-01; GC-02; GC-03
Kuehn, Margie	O0001	GC-01; GC-02; GC-03
Kuharic, Henry	O0001	GC-01; GC-02; GC-03
Kuhn, Gerald	O0001	GC-01; GC-02; GC-03
Kuhn, Peter	O0001	GC-01; GC-02; GC-03
Kuhn, Tammy	O0001	GC-01; GC-02; GC-03
Kuitert, Erik	O0001	GC-01; GC-02; GC-03
Kull, Jason	O0001	GC-01; GC-02; GC-03
Kulleseid, Ann	O0001	GC-01; GC-02; GC-03
Kullman, Nancy	O0001	GC-01; GC-02; GC-03
Kulp, Roger	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Kunishima, Ken	O0001	GC-01; GC-02; GC-03
Kunkler, Scott	O0001	GC-01; GC-02; GC-03
Kunz, James	O0001	GC-01; GC-02; GC-03
Kuppler, Curtis	O0001	GC-01; GC-02; GC-03
Kurland, Miriam	O0001	GC-01; GC-02; GC-03
Kurman, Michael	O0001	GC-01; GC-02; GC-03
Kurman, Tania	O0001	GC-01; GC-02; GC-03
Kurz, Robert	O0001	GC-01; GC-02; GC-03
Kuter, Ann	O0001	GC-01; GC-02; GC-03
Kutil, Alvin	O0001	GC-01; GC-02; GC-03
Kuttner, Paula	O0001	GC-01; GC-02; GC-03
Kutz, Susan	O0001	GC-01; GC-02; GC-03
Kwasneski, Cathie	O0001	GC-01; GC-02; GC-03
Kwitt, Michael	O0001	GC-01; GC-02; GC-03
Kyse, Barbara	O0001	GC-01; GC-02; GC-03
L., Carla	O0001	GC-01; GC-02; GC-03
L.F.	O0001	GC-01; GC-02; GC-03
La Burt, Suzanne	O0001	GC-01; GC-02; GC-03
La Forgia, Tony	O0001	GC-01; GC-02; GC-03
La Frinere, Rochelle	O0001	GC-01; GC-02; GC-03
La Rue, Raymond	O0001	GC-01; GC-02; GC-03
Laatsch, Susan	O0001	GC-01; GC-02; GC-03
Laberta, Carolyn	O0001	GC-01; GC-02; GC-03
Labudie, Rick	O0001	GC-01; GC-02; GC-03
Lacina, Larry	O0001	GC-01; GC-02; GC-03
Lacombe, Anne-Marie	O0001	GC-01; GC-02; GC-03
Lacoste, Sharon	O0001	GC-01; GC-02; GC-03
Lacy, Julie	O0001	GC-01; GC-02; GC-03
Lacy, Lynnward	O0001	GC-01; GC-02; GC-03
Ladimer, Marty	O0001	GC-01; GC-02; GC-03
Lafferty, Janine	O0001	GC-01; GC-02; GC-03
Lafita, Isabel	O0001	GC-01; GC-02; GC-03
LaFleur, Teresia	O0001	GC-01; GC-02; GC-03
LaFleur, Steven	O0001	GC-01; GC-02; GC-03
Lafountaine, Ronald	O0001	GC-01; GC-02; GC-03
Lafour, Liz	O0001	GC-01; GC-02; GC-03
Lagesse, Rebecca	O0001	GC-01; GC-02; GC-03
Lahovitch, Mary	O0001	GC-01; GC-02; GC-03
Lai, Carla	O0001	GC-01; GC-02; GC-03
Laird, Jim	O0001	GC-01; GC-02; GC-03
Laird, Michael	O0001	GC-01; GC-02; GC-03
Laity-Snyder, Mark	O0001	GC-01; GC-02; GC-03
Lakatos, Marion	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Lake, Carol	O0001	GC-01; GC-02; GC-03
Laker, Chad	O0001	GC-01; GC-02; GC-03
Lakos, J.	O0001	GC-01; GC-02; GC-03
Laliberte, Kevin	O0001	GC-01; GC-02; GC-03
Lalonde, Rick	O0001	GC-01; GC-02; GC-03
Lam, Allen	O0001	GC-01; GC-02; GC-03
Lamb, Diane	O0001	GC-01; GC-02; GC-03
Lamb, Patricia	O0001	GC-01; GC-02; GC-03
Lambert, John	O0001	GC-01; GC-02; GC-03
Lambert, Laura	O0001	GC-01; GC-02; GC-03
Lambert, Susan	O0001	GC-01; GC-02; GC-03
Lambeth, Jim	O0001	GC-01; GC-02; GC-03
Lamontagne, Caitlin	O0001	GC-01; GC-02; GC-03
Lamorte, Bill	O0001	GC-01; GC-02; GC-03
Lanagan, Pamela	O0001	GC-01; GC-02; GC-03
Lancaster, Carol	O0001	GC-01; GC-02; GC-03
Landeo, Eva	O0001	GC-01; GC-02; GC-03
Landess, Michael	O0001	GC-01; GC-02; GC-03
Landis, Maggie	O0001	GC-01; GC-02; GC-03
Landolt, Scott	O0001	GC-01; GC-02; GC-03
Landsberg, Marisa	O0001	GC-01; GC-02; GC-03
Lane, Jennifer	O0001	GC-01; GC-02; GC-03
Lane, Lama	O0001	GC-01; GC-02; GC-03
Lane, Benjamin	O0001	GC-01; GC-02; GC-03
Lane, Joyce	O0001	GC-01; GC-02; GC-03
Lane, Mary	O0001	GC-01; GC-02; GC-03
Lanfranchi, L.J.	O0001	GC-01; GC-02; GC-03
Lang, Julie	O0001	GC-01; GC-02; GC-03
Lang, Kar	O0001	GC-01; GC-02; GC-03
Lang, Michelle	O0001	GC-01; GC-02; GC-03
Lang, Patricia	O0001	GC-01; GC-02; GC-03
Lang, Dominique	O0001	GC-01; GC-02; GC-03
Lang, Erika	O0001	GC-01; GC-02; GC-03
Lang, Lynn C.	O0001	GC-01; GC-02; GC-03
Lang, Pat	O0001	GC-01; GC-02; GC-03
Lang, Stacy	O0001	GC-01; GC-02; GC-03
Langbein, Kathy	O0001	GC-01; GC-02; GC-03
Langbein, Lisa	O0001	GC-01; GC-02; GC-03
Lange, Marlena	O0001	GC-01; GC-02; GC-03
Lange, Andrew	O0001	GC-01; GC-02; GC-03
Lange, Charles	O0001	GC-01; GC-02; GC-03
Langelan, M.	O0001	GC-01; GC-02; GC-03
Langelier, Karen	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Langenau, Douglas</i>	O0001	GC-01; GC-02; GC-03
<i>Langevin, John</i>	O0001	GC-01; GC-02; GC-03
<i>Langlais, Michael</i>	O0001	GC-01; GC-02; GC-03
<i>Lanka, Mike</i>	O0001	GC-01; GC-02; GC-03
<i>Lanoir, Bridget</i>	O0001	GC-01; GC-02; GC-03
<i>Lansdale, Joe</i>	O0001	GC-01; GC-02; GC-03
<i>Lantagne, Michael</i>	O0001	GC-01; GC-02; GC-03
<i>Lanter, Dave</i>	O0001	GC-01; GC-02; GC-03
<i>Lantow, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Lantto, Sarah</i>	O0001	GC-01; GC-02; GC-03
<i>Lanus, Howard</i>	O0001	GC-01; GC-02; GC-03
<i>Lapid, Gary</i>	O0001	GC-01; GC-02; GC-03
<i>Lapidus, Paul</i>	O0001	GC-01; GC-02; GC-03
<i>LaPorte, Candace</i>	O0001	GC-01; GC-02; GC-03
<i>Larger, Mandy</i>	O0001	GC-01; GC-02; GC-03
<i>Larkin, Timothy</i>	O0001	GC-01; GC-02; GC-03
<i>Larsen, Martha</i>	O0001	GC-01; GC-02; GC-03
<i>Larson, Andrea</i>	O0001	GC-01; GC-02; GC-03
<i>Larson, Jeanette</i>	O0001	GC-01; GC-02; GC-03
<i>Larson, Kay</i>	O0001	GC-01; GC-02; GC-03
<i>Larson, Keith</i>	O0001	GC-01; GC-02; GC-03
<i>Larue, Pamela</i>	O0001	GC-01; GC-02; GC-03
<i>LaSchiava, Dona</i>	O0001	GC-01; GC-02; GC-03
<i>Lasley, Barbara</i>	O0001	GC-01; GC-02; GC-03
<i>Lasman, Sharon</i>	O0001	GC-01; GC-02; GC-03
<i>Lassandrello, Noreen</i>	O0001	GC-01; GC-02; GC-03
<i>Lassiter, Daniel</i>	O0001	GC-01; GC-02; GC-03
<i>Lastra, Irene</i>	O0001	GC-01; GC-02; GC-03
<i>Lastrapes, Pat</i>	O0001	GC-01; GC-02; GC-03
<i>Latendresse, Wanda</i>	O0001	GC-01; GC-02; GC-03
<i>Latiker, Mark</i>	O0001	GC-01; GC-02; GC-03
<i>Latimer, Alfred</i>	O0001	GC-01; GC-02; GC-03
<i>Latrecchia, Dawn</i>	O0001	GC-01; GC-02; GC-03
<i>Latta, George</i>	O0001	GC-01; GC-02; GC-03
<i>Lattanzia, Patricia</i>	O0001	GC-01; GC-02; GC-03
<i>Laub, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Laube, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Laughlin, Cathy</i>	O0001	GC-01; GC-02; GC-03
<i>Laurence, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Laurencell, Carol</i>	O0001	GC-01; GC-02; GC-03
<i>Lauritson, Lynne</i>	O0001	GC-01; GC-02; GC-03
<i>Lautt, Doriel</i>	O0001	GC-01; GC-02; GC-03
<i>Laval, Jennifer</i>	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Lavancher, John	O0001	GC-01; GC-02; GC-03
Lavoie, Carol	O0001	GC-01; GC-02; GC-03
Law, Patricia	O0001	GC-01; GC-02; GC-03
Lawaic, Jodi	O0001	GC-01; GC-02; GC-03
Lawrence, Mary	O0001	GC-01; GC-02; GC-03
Lawrence, Andrew	O0001	GC-01; GC-02; GC-03
Lawrence, Bonnie	O0001	GC-01; GC-02; GC-03
Lawrence, David A.	O0001	GC-01; GC-02; GC-03
Lawrence, Karen	O0001	GC-01; GC-02; GC-03
Lawrence, Lorraine	O0001	GC-01; GC-02; GC-03
Lawrence, Vinnedge	O0001	GC-01; GC-02; GC-03
Lawrence, William	O0001	GC-01; GC-02; GC-03
Lawson, Pat	O0001	GC-01; GC-02; GC-03
Laylander, Belle	O0001	GC-01; GC-02; GC-03
Layne, Allister	O0001	GC-01; GC-02; GC-03
Lazar, Andrea	O0001	GC-01; GC-02; GC-03
Lazarus, Marianne	O0001	GC-01; GC-02; GC-03
Lazenby, Morgan	O0001	GC-01; GC-02; GC-03
Lazio, Rochelle	O0001	GC-01; GC-02; GC-03
Lazor, J.D.	O0001	GC-01; GC-02; GC-03
Lea, Susan	O0001	GC-01; GC-02; GC-03
Leal, Jane	O0001	GC-01; GC-02; GC-03
Leathers, Catherine	O0001	GC-01; GC-02; GC-03
Leavitt, Donna	O0001	GC-01; GC-02; GC-03
Leback, Tom	O0001	GC-01; GC-02; GC-03
Lebas, Anne Marie	O0001	GC-01; GC-02; GC-03
LeBeau, Josette	O0001	GC-01; GC-02; GC-03
LeBlanc, Virginia	O0001	GC-01; GC-02; GC-03
LeBlanc, Cherie	O0001	GC-01; GC-02; GC-03
Lebon, Sharon	O0001	GC-01; GC-02; GC-03
Lebron, Laraine	O0001	GC-01; GC-02; GC-03
Lechner, Becky	O0001	GC-01; GC-02; GC-03
Leclair, Susan	O0001	GC-01; GC-02; GC-03
Ledden, Dennis	O0001	GC-01; GC-02; GC-03
Ledent, Jamie	O0001	GC-01; GC-02; GC-03
Lee, Barb	O0001	GC-01; GC-02; GC-03
Lee, Michael	O0001	GC-01; GC-02; GC-03
Lee, Audrey	O0001	GC-01; GC-02; GC-03
Lee, Jeanette	O0001	GC-01; GC-02; GC-03
Lee, Jerry	O0001	GC-01; GC-02; GC-03
Lee, Laura	O0001	GC-01; GC-02; GC-03
Lee, Madeline	O0001	GC-01; GC-02; GC-03
Lee, Peter	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Lee, Richard	O0001	GC-01; GC-02; GC-03
Lee-Allen, Kelli	O0001	GC-01; GC-02; GC-03
Leech, Lisa	O0001	GC-01; GC-02; GC-03
Leech, Nancy	O0001	GC-01; GC-02; GC-03
Leeder, Cynthia	O0001	GC-01; GC-02; GC-03
Lees, Jackie	O0001	GC-01; GC-02; GC-03
Leffler, Scott	O0001	GC-01; GC-02; GC-03
Leggett, Robert	O0001	GC-01; GC-02; GC-03
Leibowitz, Arthur	O0001	GC-01; GC-02; GC-03
Leigh, Becki	O0001	GC-01; GC-02; GC-03
Leigh, Tracy	O0001	GC-01; GC-02; GC-03
Leinbaugh, Tracy	O0001	GC-01; GC-02; GC-03
Leitner, Shannon	O0001	GC-01; GC-02; GC-03
Leles, Jean Marie	O0001	GC-01; GC-02; GC-03
Lello, Jayne	O0001	GC-01; GC-02; GC-03
Lemberg, Thomas	O0001	GC-01; GC-02; GC-03
Leming, Chad	O0001	GC-01; GC-02; GC-03
Lemke, Linda	O0001	GC-01; GC-02; GC-03
Lemkuil, Rita	O0001	GC-01; GC-02; GC-03
Lemme, Christine	O0001	GC-01; GC-02; GC-03
Lemoine, Kathryn	O0001	GC-01; GC-02; GC-03
Lemonik, B.	O0001	GC-01; GC-02; GC-03
Lenchner, Nicholas	O0001	GC-01; GC-02; GC-03
L'Enfant, Lee	O0001	GC-01; GC-02; GC-03
Lenhardt, Scott	O0001	GC-01; GC-02; GC-03
Lennox, Travis	O0001	GC-01; GC-02; GC-03
Lent, Dina	O0001	GC-01; GC-02; GC-03
Lenzen, Pat	O0001	GC-01; GC-02; GC-03
Leofanti, Anne	O0001	GC-01; GC-02; GC-03
Leon, Kameron	O0001	GC-01; GC-02; GC-03
Leon, Candi	O0001	GC-01; GC-02; GC-03
Leon, Matea	O0001	GC-01; GC-02; GC-03
Leonard, Fred	O0001	GC-01; GC-02; GC-03
Leonard, Greg	O0001	GC-01; GC-02; GC-03
Leonard, Ann	O0001	GC-01; GC-02; GC-03
Leonard, Eileen	O0001	GC-01; GC-02; GC-03
Leonardo, Sherry	O0001	GC-01; GC-02; GC-03
Lepore, Gary	O0001	GC-01; GC-02; GC-03
Leppo, Bob	O0001	GC-01; GC-02; GC-03
Leprevost, Donna	O0001	GC-01; GC-02; GC-03
Lerma, Luis	O0001	GC-01; GC-02; GC-03
Lervik, Tanya	O0001	GC-01; GC-02; GC-03
Lesem, Ken	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Leshaw, Hannah	O0001	GC-01; GC-02; GC-03
Lesley, Mike	O0001	GC-01; GC-02; GC-03
Lesser, Tamara	O0001	GC-01; GC-02; GC-03
Lester, Chris	O0001	GC-01; GC-02; GC-03
Lester, Donna	O0001	GC-01; GC-02; GC-03
Lester, Lisa	O0001	GC-01; GC-02; GC-03
Leszczynski, M.	O0001	GC-01; GC-02; GC-03
Letendre, Michael	O0001	GC-01; GC-02; GC-03
Letsche, Debbie	O0001	GC-01; GC-02; GC-03
Leventis, Angela	O0001	GC-01; GC-02; GC-03
Leverett, Monica	O0001	GC-01; GC-02; GC-03
Levie, Debra	O0001	GC-01; GC-02; GC-03
Levin, Jon	O0001	GC-01; GC-02; GC-03
Levin, Susanna	O0001	GC-01; GC-02; GC-03
Levin, Emily	O0001	GC-01; GC-02; GC-03
Levin, Francee	O0001	GC-01; GC-02; GC-03
Levin, Patricia	O0001	GC-01; GC-02; GC-03
Levin, Susan	O0001	GC-01; GC-02; GC-03
Levine, Emily	O0001	GC-01; GC-02; GC-03
Levine, Lynn	O0001	GC-01; GC-02; GC-03
Levine, Sharon	O0001	GC-01; GC-02; GC-03
Levine, Adam	O0001	GC-01; GC-02; GC-03
Levine, Rhoda	O0001	GC-01; GC-02; GC-03
Levine, Susan	O0001	GC-01; GC-02; GC-03
Levinson, Gilda	O0001	GC-01; GC-02; GC-03
Leviton, Valerie	O0001	GC-01; GC-02; GC-03
Levy, Abe	O0001	GC-01; GC-02; GC-03
Lewellen, Marjorie	O0001	GC-01; GC-02; GC-03
Lewicki, Juliet	O0001	GC-01; GC-02; GC-03
Lewis, Diana	O0001	GC-01; GC-02; GC-03
Lewis, Donna	O0001	GC-01; GC-02; GC-03
Lewis, Sherry	O0001	GC-01; GC-02; GC-03
Lewis, William	O0001	GC-01; GC-02; GC-03
Lewis, Beverly	O0001	GC-01; GC-02; GC-03
Lewis, Brenda	O0001	GC-01; GC-02; GC-03
Lewis, David	O0001	GC-01; GC-02; GC-03
Lewis, Diane	O0001	GC-01; GC-02; GC-03
Lewis, Erma	O0001	GC-01; GC-02; GC-03
Lewis, J.J.	O0001	GC-01; GC-02; GC-03
Lewis, Jan	O0001	GC-01; GC-02; GC-03
Lewis, Joan	O0001	GC-01; GC-02; GC-03
Lewis, Jody	O0001	GC-01; GC-02; GC-03
Lewis, Kathleen	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Lewis, Kelli	O0001	GC-01; GC-02; GC-03
Lewis, M. Susan	O0001	GC-01; GC-02; GC-03
Lewis, O.	O0001	GC-01; GC-02; GC-03
Lewis, Polly	O0001	GC-01; GC-02; GC-03
Lewis, Richard	O0001	GC-01; GC-02; GC-03
Lewis, Susan	O0001	GC-01; GC-02; GC-03
Lewis, Trish	O0001	GC-01; GC-02; GC-03
Lewis, Vicki	O0001	GC-01; GC-02; GC-03
Libby, Dominic	O0001	GC-01; GC-02; GC-03
Libengood, Patricia	O0001	GC-01; GC-02; GC-03
Licht, Fred	O0001	GC-01; GC-02; GC-03
Lichtman, Lauren	O0001	GC-01; GC-02; GC-03
Liddell, Tim	O0001	GC-01; GC-02; GC-03
Lieb, Louise	O0001	GC-01; GC-02; GC-03
Liedo, Horacio	O0001	GC-01; GC-02; GC-03
Liesche, Ken	O0001	GC-01; GC-02; GC-03
Lieurance, Francelia	O0001	GC-01; GC-02; GC-03
Liggio, Eleanor	O0001	GC-01; GC-02; GC-03
Lightbody, Kristen	O0001	GC-01; GC-02; GC-03
Ligibel, Patricia	O0001	GC-01; GC-02; GC-03
Ligouri, Jeff	O0001	GC-01; GC-02; GC-03
Likens, Jessica	O0001	GC-01; GC-02; GC-03
Likins, Jessica	O0001	GC-01; GC-02; GC-03
Liles, Ben	O0001	GC-01; GC-02; GC-03
Liles, Jessica	O0001	GC-01; GC-02; GC-03
Lily, Deb	O0001	GC-01; GC-02; GC-03
Lima, Christopher	O0001	GC-01; GC-02; GC-03
Lima, Paul	O0001	GC-01; GC-02; GC-03
Limoges, Robynne	O0001	GC-01; GC-02; GC-03
Limperis, Stephen	O0001	GC-01; GC-02; GC-03
Linam, Stephanie	O0001	GC-01; GC-02; GC-03
Lincoln, Courtney	O0001	GC-01; GC-02; GC-03
Lincoln, Sarah	O0001	GC-01; GC-02; GC-03
Lind, Gordon	O0001	GC-01; GC-02; GC-03
Lindell, Susan	O0001	GC-01; GC-02; GC-03
Lindeman, Joan Hernandez	O0001	GC-01; GC-02; GC-03
Lindemuth, Betsy	O0001	GC-01; GC-02; GC-03
Lindenbacher, Dany	O0001	GC-01; GC-02; GC-03
Linder, Patty	O0001	GC-01; GC-02; GC-03
Linderoth, Tonja	O0001	GC-01; GC-02; GC-03
Lindey, Robert	O0001	GC-01; GC-02; GC-03
Lindhoff, Drew	O0001	GC-01; GC-02; GC-03
Lindner, Clara	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Lindsay, Leslie	O0001	GC-01; GC-02; GC-03
Lindsay, James	O0001	GC-01; GC-02; GC-03
Lindsay, Jim	O0001	GC-01; GC-02; GC-03
Lindsey, Robin	O0001	GC-01; GC-02; GC-03
Lindsey, Thomas	O0001	GC-01; GC-02; GC-03
Lindsey, Barbara	O0001	GC-01; GC-02; GC-03
Lindsey, Christine	O0001	GC-01; GC-02; GC-03
Linham, Stephanie	O0001	GC-01; GC-02; GC-03
Linhart, June	O0001	GC-01; GC-02; GC-03
Link, Laura	O0001	GC-01; GC-02; GC-03
Link, Mary	O0001	GC-01; GC-02; GC-03
Link, Virgene	O0001	GC-01; GC-02; GC-03
Linsky, Richard	O0001	GC-01; GC-02; GC-03
Lipman, Deborah	O0001	GC-01; GC-02; GC-03
Lippincott, Judith	O0001	GC-01; GC-02; GC-03
Lipsey, Joseph	O0001	GC-01; GC-02; GC-03
Lipsitt, Don	O0001	GC-01; GC-02; GC-03
Lipsky, Carol	O0001	GC-01; GC-02; GC-03
Liquidar, Patricia	O0001	GC-01; GC-02; GC-03
Lira, Stefon	O0001	GC-01; GC-02; GC-03
Lisonek, Dragana	O0001	GC-01; GC-02; GC-03
Lisowski, John	O0001	GC-01; GC-02; GC-03
Liss, Mary	O0001	GC-01; GC-02; GC-03
Listerud, Jacob	O0001	GC-01; GC-02; GC-03
Litteken, Clare Ann	O0001	GC-01; GC-02; GC-03
Little, Harold K.	O0001	GC-01; GC-02; GC-03
Little, Christina	O0001	GC-01; GC-02; GC-03
Livant, Barbara	O0001	GC-01; GC-02; GC-03
Livingston, Ann	O0001	GC-01; GC-02; GC-03
Livingston, Elaine	O0001	GC-01; GC-02; GC-03
Lizak, Bernard	O0001	GC-01; GC-02; GC-03
Lizarraga, Valerie	O0001	GC-01; GC-02; GC-03
Lizo, Ralph	O0001	GC-01; GC-02; GC-03
Llewellyn, Debbie	O0001	GC-01; GC-02; GC-03
Lloyd, Cynthia	O0001	GC-01; GC-02; GC-03
Lloyd, Irene	O0001	GC-01; GC-02; GC-03
Lloyd, Gilly	O0001	GC-01; GC-02; GC-03
Lloyd, Stephaney	O0001	GC-01; GC-02; GC-03
Lobel, Colleen	O0001	GC-01; GC-02; GC-03
Loch, M.C.	O0001	GC-01; GC-02; GC-03
Lockett, Charles	O0001	GC-01; GC-02; GC-03
Lockett, Loretta	O0001	GC-01; GC-02; GC-03
Lockridge, Ross	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Loer, Jean</i>	O0001	GC-01; GC-02; GC-03
<i>Loera, Ann</i>	O0001	GC-01; GC-02; GC-03
<i>Lofurno, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Logan, Donna</i>	O0001	GC-01; GC-02; GC-03
<i>Logan, Ann</i>	O0001	GC-01; GC-02; GC-03
<i>Logan, Omar</i>	O0001	GC-01; GC-02; GC-03
<i>Logan, S.</i>	O0001	GC-01; GC-02; GC-03
<i>Logan, Sharon</i>	O0001	GC-01; GC-02; GC-03
<i>Logan, Teresa</i>	O0001	GC-01; GC-02; GC-03
<i>Logue, Regina</i>	O0001	GC-01; GC-02; GC-03
<i>Lohli, Arline</i>	O0001	GC-01; GC-02; GC-03
<i>Loizides, Thomas</i>	O0001	GC-01; GC-02; GC-03
<i>Lokey, Ann</i>	O0001	GC-01; GC-02; GC-03
<i>Lokka, Duke</i>	O0001	GC-01; GC-02; GC-03
<i>Lomax, Martin</i>	O0001	GC-01; GC-02; GC-03
<i>Lombard, Richard</i>	O0001	GC-01; GC-02; GC-03
<i>Lombardi, R.</i>	O0001	GC-01; GC-02; GC-03
<i>Lombardo, Lorraine</i>	O0001	GC-01; GC-02; GC-03
<i>Lommel, Lois</i>	O0001	GC-01; GC-02; GC-03
<i>London, Arlyne</i>	O0001	GC-01; GC-02; GC-03
<i>Long, Deborah</i>	O0001	GC-01; GC-02; GC-03
<i>Long, Carol</i>	O0001	GC-01; GC-02; GC-03
<i>Long, Kathy</i>	O0001	GC-01; GC-02; GC-03
<i>Long, Leland</i>	O0001	GC-01; GC-02; GC-03
<i>Long, Lynne</i>	O0001	GC-01; GC-02; GC-03
<i>Longley, Brian</i>	O0001	GC-01; GC-02; GC-03
<i>Longstreth, Paula</i>	O0001	GC-01; GC-02; GC-03
<i>Longyear, Sharon</i>	O0001	GC-01; GC-02; GC-03
<i>Loomis, Jennifer</i>	O0001	GC-01; GC-02; GC-03
<i>Loomis, Rea Ann</i>	O0001	GC-01; GC-02; GC-03
<i>Loomis, Adam</i>	O0001	GC-01; GC-02; GC-03
<i>Looney, Ernie</i>	O0001	GC-01; GC-02; GC-03
<i>Lopez Jr., Franco Baca</i>	O0001	GC-01; GC-02; GC-03
<i>Lopez, Kathy</i>	O0001	GC-01; GC-02; GC-03
<i>Lopez, Lourdes</i>	O0001	GC-01; GC-02; GC-03
<i>Lopez, M.</i>	O0001	GC-01; GC-02; GC-03
<i>Lopez, Vince</i>	O0001	GC-01; GC-02; GC-03
<i>Lopez, Iliana</i>	O0001	GC-01; GC-02; GC-03
<i>Lopez, Ralph</i>	O0001	GC-01; GC-02; GC-03
<i>Lorber, Deadre</i>	O0001	GC-01; GC-02; GC-03
<i>Lord, Christopher</i>	O0001	GC-01; GC-02; GC-03
<i>Loreen, Ernie</i>	O0001	GC-01; GC-02; GC-03
<i>Loren, Lorraine</i>	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Lorentz, Marcel</i>	O0001	GC-01; GC-02; GC-03
<i>Lorentzen, Robin</i>	O0001	GC-01; GC-02; GC-03
<i>Lorenz, Linnea</i>	O0001	GC-01; GC-02; GC-03
<i>Lorenz, Sharon</i>	O0001	GC-01; GC-02; GC-03
<i>Lorenz, Gerald</i>	O0001	GC-01; GC-02; GC-03
<i>Lorenzo, Debi</i>	O0001	GC-01; GC-02; GC-03
<i>Loridan, Claire</i>	O0001	GC-01; GC-02; GC-03
<i>Lotito, Mark</i>	O0001	GC-01; GC-02; GC-03
<i>Loucks II, Jeri</i>	O0001	GC-01; GC-02; GC-03
<i>Louden, Maggie</i>	O0001	GC-01; GC-02; GC-03
<i>Loudis, Catherine</i>	O0001	GC-01; GC-02; GC-03
<i>Loughran, Sharon</i>	O0001	GC-01; GC-02; GC-03
<i>Lovas, Liana</i>	O0001	GC-01; GC-02; GC-03
<i>Love, Mary</i>	O0001	GC-01; GC-02; GC-03
<i>Love, Sarah</i>	O0001	GC-01; GC-02; GC-03
<i>Loveland, Jim</i>	O0001	GC-01; GC-02; GC-03
<i>Lovell, Stephanie</i>	O0001	GC-01; GC-02; GC-03
<i>Low, Sammy</i>	O0001	GC-01; GC-02; GC-03
<i>Lowderback, Gary</i>	O0001	GC-01; GC-02; GC-03
<i>Lowe, David</i>	O0001	GC-01; GC-02; GC-03
<i>Lowe, Dennis</i>	O0001	GC-01; GC-02; GC-03
<i>Lowe, Margot</i>	O0001	GC-01; GC-02; GC-03
<i>Lowe, Robert</i>	O0001	GC-01; GC-02; GC-03
<i>Lowe, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Lowenthal, Steven</i>	O0001	GC-01; GC-02; GC-03
<i>Lowrey, Bruce</i>	O0001	GC-01; GC-02; GC-03
<i>Lowrey, Charlotte</i>	O0001	GC-01; GC-02; GC-03
<i>Lowrey, Jan</i>	O0001	GC-01; GC-02; GC-03
<i>Lozano, Donna</i>	O0001	GC-01; GC-02; GC-03
<i>Luban, Shirley</i>	O0001	GC-01; GC-02; GC-03
<i>Lubicz-Nawrocki, Christophe</i>	O0001	GC-01; GC-02; GC-03
<i>Lubonovich, D.</i>	O0001	GC-01; GC-02; GC-03
<i>Lucas, Paul</i>	O0001	GC-01; GC-02; GC-03
<i>Lucas-Andreae, Augusta</i>	O0001	GC-01; GC-02; GC-03
<i>Luce, Carrie</i>	O0001	GC-01; GC-02; GC-03
<i>Lucero, Marsha</i>	O0001	GC-01; GC-02; GC-03
<i>Lucero, Emily</i>	O0001	GC-01; GC-02; GC-03
<i>Lucht, Lane</i>	O0001	GC-01; GC-02; GC-03
<i>Luciano, Liana</i>	O0001	GC-01; GC-02; GC-03
<i>Luck, Patricia</i>	O0001	GC-01; GC-02; GC-03
<i>Ludington, Byron</i>	O0001	GC-01; GC-02; GC-03
<i>Ludolphi, Nicolette</i>	O0001	GC-01; GC-02; GC-03
<i>Ludwick, Russ</i>	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Lueck, Donna	O0001	GC-01; GC-02; GC-03
Luetzow Jr., Ric	O0001	GC-01; GC-02; GC-03
Luke, Bill	O0001	GC-01; GC-02; GC-03
Lukich, Lyn	O0001	GC-01; GC-02; GC-03
Lukowitz, Wendy	O0001	GC-01; GC-02; GC-03
Lumer, Gilad	O0001	GC-01; GC-02; GC-03
Lummus, Megan	O0001	GC-01; GC-02; GC-03
Luna, Peggy	O0001	GC-01; GC-02; GC-03
Lunceford, Diana	O0001	GC-01; GC-02; GC-03
Lund, Robert	O0001	GC-01; GC-02; GC-03
Lundgren, Scott	O0001	GC-01; GC-02; GC-03
Lundheim, Vanassa	O0001	GC-01; GC-02; GC-03
Lundin, Ann	O0001	GC-01; GC-02; GC-03
Lundoff, Catherine	O0001	GC-01; GC-02; GC-03
Lunz, Jackie	O0001	GC-01; GC-02; GC-03
Lupien, Sue Ellen	O0001	GC-01; GC-02; GC-03
Lupo, Jack	O0001	GC-01; GC-02; GC-03
Lurie, G.	O0001	GC-01; GC-02; GC-03
Lusk, Judith	O0001	GC-01; GC-02; GC-03
Lusk, William	O0001	GC-01; GC-02; GC-03
Lutman, Jeri	O0001	GC-01; GC-02; GC-03
Luttmann, Rick	O0001	GC-01; GC-02; GC-03
Lutz, Lyn	O0001	GC-01; GC-02; GC-03
Lutzker, Daniel	O0001	GC-01; GC-02; GC-03
Lux, Katherine	O0001	GC-01; GC-02; GC-03
Lux, Thomas	O0001	GC-01; GC-02; GC-03
Luxton, Jan	O0001	GC-01; GC-02; GC-03
Luzier, Maresa	O0001	GC-01; GC-02; GC-03
Luzum, Rosemary	O0001	GC-01; GC-02; GC-03
Lyford, Skip	O0001	GC-01; GC-02; GC-03
Lyman, Mike	O0001	GC-01; GC-02; GC-03
Lynch, Athena	O0001	GC-01; GC-02; GC-03
Lynch, John	O0001	GC-01; GC-02; GC-03
Lynch, M.	O0001	GC-01; GC-02; GC-03
Lynch, Theresa	O0001	GC-01; GC-02; GC-03
Lynch, Christopher	O0001	GC-01; GC-02; GC-03
Lynch, Tina	O0001	GC-01; GC-02; GC-03
Lynch, W.	O0001	GC-01; GC-02; GC-03
Lynn, Sandra	O0001	GC-01; GC-02; GC-03
Lynn, Sandy	O0001	GC-01; GC-02; GC-03
Lynn, Victoria	O0001	GC-01; GC-02; GC-03
Lynn, Aice	O0001	GC-01; GC-02; GC-03
Lynn, William	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Lyon, Dean	O0001	GC-01; GC-02; GC-03
Lyon, R. Terry	O0001	GC-01; GC-02; GC-03
Lyons, Beth	O0001	GC-01; GC-02; GC-03
Lyons, Kathi	O0001	GC-01; GC-02; GC-03
Lytel, Victoria	O0001	GC-01; GC-02; GC-03
Lytle, Denise	O0001	GC-01; GC-02; GC-03
M., Anne	O0001	GC-01; GC-02; GC-03
M., Anna	O0001	GC-01; GC-02; GC-03
M.M.	O0001	GC-01; GC-02; GC-03
Mabel, Joe	O0001	GC-01; GC-02; GC-03
MacAlpine, Barbara	O0001	GC-01; GC-02; GC-03
MacAlpine, Gordon	O0001	GC-01; GC-02; GC-03
Macan, Catherine	O0001	GC-01; GC-02; GC-03
Macan, Edward	O0001	GC-01; GC-02; GC-03
MacCartee, Jessica	O0001	GC-01; GC-02; GC-03
MacCollom, Alex	O0001	GC-01; GC-02; GC-03
MacComb, Alan	O0001	GC-01; GC-02; GC-03
MacConaughay, Morgan	O0001	GC-01; GC-02; GC-03
MacDougall, Scott	O0001	GC-01; GC-02; GC-03
Maceira, David	O0001	GC-01; GC-02; GC-03
MacGilvray, Margaret	O0001	GC-01; GC-02; GC-03
MacGregor, Mary	O0001	GC-01; GC-02; GC-03
Macias, Gina	O0001	GC-01; GC-02; GC-03
Maciel, Marie	O0001	GC-01; GC-02; GC-03
MacIntyre, Daniel	O0001	GC-01; GC-02; GC-03
Mack, Jean	O0001	GC-01; GC-02; GC-03
MacKelvie, Elizabeth	O0001	GC-01; GC-02; GC-03
MacKenzie, Michelle	O0001	GC-01; GC-02; GC-03
MacKinnon, Karynn	O0001	GC-01; GC-02; GC-03
MacKison, George	O0001	GC-01; GC-02; GC-03
MacLeod, Ramsay	O0001	GC-01; GC-02; GC-03
MacLeod, Soozi	O0001	GC-01; GC-02; GC-03
MacLeod, Dianna	O0001	GC-01; GC-02; GC-03
Maclure, Carole	O0001	GC-01; GC-02; GC-03
MacMillan, Tawny	O0001	GC-01; GC-02; GC-03
MacNamara, Thomas	O0001	GC-01; GC-02; GC-03
Macomber, Jessica	O0001	GC-01; GC-02; GC-03
Macy, Michelle	O0001	GC-01; GC-02; GC-03
Madeco-Smith, Mary	O0001	GC-01; GC-02; GC-03
Maderer, Susan	O0001	GC-01; GC-02; GC-03
Madia, Scott	O0001	GC-01; GC-02; GC-03
Madole, Catherine	O0001	GC-01; GC-02; GC-03
Madsen, Gail	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Madsen, Jill	O0001	GC-01; GC-02; GC-03
Maes, Simone	O0001	GC-01; GC-02; GC-03
Maestro, Betsy	O0001	GC-01; GC-02; GC-03
Magana, Maria	O0001	GC-01; GC-02; GC-03
Magaziner, Sally	O0001	GC-01; GC-02; GC-03
Magesky, Sheila	O0001	GC-01; GC-02; GC-03
Magliola, Lawrence	O0001	GC-01; GC-02; GC-03
Magnuson, Paul	O0001	GC-01; GC-02; GC-03
Magtutu, Gabe	O0001	GC-01; GC-02; GC-03
Magyar, Linda	O0001	GC-01; GC-02; GC-03
Maher, Valaina	O0001	GC-01; GC-02; GC-03
Maier, Francesca	O0001	GC-01; GC-02; GC-03
Mail, Barabara	O0001	GC-01; GC-02; GC-03
Maine, Dineo	O0001	GC-01; GC-02; GC-03
Mainiero, Joanne	O0001	GC-01; GC-02; GC-03
Maino, Paola	O0001	GC-01; GC-02; GC-03
Maiolatesi, Janice	O0001	GC-01; GC-02; GC-03
Maisel, Julie	O0001	GC-01; GC-02; GC-03
Maish, Sally	O0001	GC-01; GC-02; GC-03
Maitre, Floria	O0001	GC-01; GC-02; GC-03
Maitre, Florian	O0001	GC-01; GC-02; GC-03
Maizel, Joshua	O0001	GC-01; GC-02; GC-03
Majerowicz, Eugene	O0001	GC-01; GC-02; GC-03
Major, Elizabeth	O0001	GC-01; GC-02; GC-03
Majors, James	O0001	GC-01; GC-02; GC-03
Maldonado, Teresa	O0001	GC-01; GC-02; GC-03
Malerman, Rina	O0001	GC-01; GC-02; GC-03
Malinauskas, Helen	O0001	GC-01; GC-02; GC-03
Malinish, Judi	O0001	GC-01; GC-02; GC-03
Malinowski, Linda	O0001	GC-01; GC-02; GC-03
Mallon, Anne-Marie	O0001	GC-01; GC-02; GC-03
Mallory, Kathy	O0001	GC-01; GC-02; GC-03
Malone, Marsha	O0001	GC-01; GC-02; GC-03
Malone, Mike	O0001	GC-01; GC-02; GC-03
Maloney, Marc	O0001	GC-01; GC-02; GC-03
Maloney, Patrick	O0001	GC-01; GC-02; GC-03
Malsbury, Vicki	O0001	GC-01; GC-02; GC-03
Malsheimer, Fran	O0001	GC-01; GC-02; GC-03
Maltese, Victoria	O0001	GC-01; GC-02; GC-03
Malven, Tania	O0001	GC-01; GC-02; GC-03
Malvin, Donna	O0001	GC-01; GC-02; GC-03
Man, Cave	O0001	GC-01; GC-02; GC-03
Mancini, Alfred	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Mandel, Bonnie	O0001	GC-01; GC-02; GC-03
Mandelbaum, Beth	O0001	GC-01; GC-02; GC-03
Mandile, Chara	O0001	GC-01; GC-02; GC-03
Mangold, Paul	O0001	GC-01; GC-02; GC-03
Mangrum, Deborah	O0001	GC-01; GC-02; GC-03
Mangus, Tracey	O0001	GC-01; GC-02; GC-03
Mann, Jeff	O0001	GC-01; GC-02; GC-03
Mann, Thomas	O0001	GC-01; GC-02; GC-03
Mansfield, Cameron	O0001	GC-01; GC-02; GC-03
Mansfield, Janice	O0001	GC-01; GC-02; GC-03
Manthei, Trina	O0001	GC-01; GC-02; GC-03
Manz, Mary	O0001	GC-01; GC-02; GC-03
Marakowitz, Jerry	O0001	GC-01; GC-02; GC-03
Maran, Gina	O0001	GC-01; GC-02; GC-03
Marancik, David	O0001	GC-01; GC-02; GC-03
Marasco, Summer Spinks	O0001	GC-01; GC-02; GC-03
Marble, Calvin	O0001	GC-01; GC-02; GC-03
Marburger, Craig	O0001	GC-01; GC-02; GC-03
Marceau, Paul	O0001	GC-01; GC-02; GC-03
Marcel, Lorretta	O0001	GC-01; GC-02; GC-03
Marcello, Victoria	O0001	GC-01; GC-02; GC-03
Marchello, Linda	O0001	GC-01; GC-02; GC-03
Marcialis, Taylor	O0001	GC-01; GC-02; GC-03
Marcille, Christopher	O0001	GC-01; GC-02; GC-03
Marco, Stephanie	O0001	GC-01; GC-02; GC-03
Marczak, Holly	O0001	GC-01; GC-02; GC-03
Marczyk, Cathy	O0001	GC-01; GC-02; GC-03
Mardell, Michael	O0001	GC-01; GC-02; GC-03
Marek, Rebecca	O0001	GC-01; GC-02; GC-03
Marie, Ann	O0001	GC-01; GC-02; GC-03
Marie, Teresa	O0001	GC-01; GC-02; GC-03
Marilyn, Marilyn	O0001	GC-01; GC-02; GC-03
Marilynn, Reid	O0001	GC-01; GC-02; GC-03
Marino, Haley	O0001	GC-01; GC-02; GC-03
Marino, Michele Anne	O0001	GC-01; GC-02; GC-03
Marino, Patricia	O0001	GC-01; GC-02; GC-03
Marion, Carolyn	O0001	GC-01; GC-02; GC-03
Mark, Naomi	O0001	GC-01; GC-02; GC-03
Markham, Gary	O0001	GC-01; GC-02; GC-03
Markle, Annabel	O0001	GC-01; GC-02; GC-03
Marks, Eva	O0001	GC-01; GC-02; GC-03
Marks, David	O0001	GC-01; GC-02; GC-03
Marks, Diane	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Markul, April	O0001	GC-01; GC-02; GC-03
Marone, Susan	O0001	GC-01; GC-02; GC-03
Marotta, Tracy	O0001	GC-01; GC-02; GC-03
Marquet, Jane	O0001	GC-01; GC-02; GC-03
Marquez, Jennifer	O0001	GC-01; GC-02; GC-03
Marr, Rhonda	O0001	GC-01; GC-02; GC-03
Marraffino, Leonard	O0001	GC-01; GC-02; GC-03
Marriott, Pat	O0001	GC-01; GC-02; GC-03
Marro, John	O0001	GC-01; GC-02; GC-03
Marrs, Christopher	O0001	GC-01; GC-02; GC-03
Marschner, Sandra	O0001	GC-01; GC-02; GC-03
Marsden, Jim	O0001	GC-01; GC-02; GC-03
Marsh, Dorothy	O0001	GC-01; GC-02; GC-03
Marsh, Heather	O0001	GC-01; GC-02; GC-03
Marshak, Judith	O0001	GC-01; GC-02; GC-03
Marshall, Cynthia	O0001	GC-01; GC-02; GC-03
Marshall, Elsie	O0001	GC-01; GC-02; GC-03
Marshall, Linda	O0001	GC-01; GC-02; GC-03
Marshall, Ron	O0001	GC-01; GC-02; GC-03
Marshall, Beth	O0001	GC-01; GC-02; GC-03
Marshall, Edna	O0001	GC-01; GC-02; GC-03
Marshall, Laurie	O0001	GC-01; GC-02; GC-03
Marshall, Sheila	O0001	GC-01; GC-02; GC-03
Martell, Jon	O0001	GC-01; GC-02; GC-03
Martens, Linda	O0001	GC-01; GC-02; GC-03
Marticek, Linda	O0001	GC-01; GC-02; GC-03
Martin, Allison	O0001	GC-01; GC-02; GC-03
Martin, Brian	O0001	GC-01; GC-02; GC-03
Martin, Candice	O0001	GC-01; GC-02; GC-03
Martin, Carmel	O0001	GC-01; GC-02; GC-03
Martin, L.	O0001	GC-01; GC-02; GC-03
Martin, Melissa	O0001	GC-01; GC-02; GC-03
Martin, Melodie	O0001	GC-01; GC-02; GC-03
Martin, Michele	O0001	GC-01; GC-02; GC-03
Martin, Molly	O0001	GC-01; GC-02; GC-03
Martin, Priscilla	O0001	GC-01; GC-02; GC-03
Martin, Roberta	O0001	GC-01; GC-02; GC-03
Martin, Antonio	O0001	GC-01; GC-02; GC-03
Martin, Ben	O0001	GC-01; GC-02; GC-03
Martin, Carol	O0001	GC-01; GC-02; GC-03
Martin, Elisabeth	O0001	GC-01; GC-02; GC-03
Martin, Fred	O0001	GC-01; GC-02; GC-03
Martin, Julie	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Martin, Michael	O0001	GC-01; GC-02; GC-03
Martin, Nancy	O0001	GC-01; GC-02; GC-03
Martin, Sara	O0001	GC-01; GC-02; GC-03
Martin, Steve	O0001	GC-01; GC-02; GC-03
Martinez, Keiko	O0001	GC-01; GC-02; GC-03
Martinez, C.	O0001	GC-01; GC-02; GC-03
Martinez, Debi	O0001	GC-01; GC-02; GC-03
Martinez, Janet	O0001	GC-01; GC-02; GC-03
Martinez, Katherine	O0001	GC-01; GC-02; GC-03
Martinez, Priscilla	O0001	GC-01; GC-02; GC-03
Martini, Denise	O0001	GC-01; GC-02; GC-03
Martinkovic, Joseph	O0001	GC-01; GC-02; GC-03
Martinson, Patsy	O0001	GC-01; GC-02; GC-03
Martinson, Julianne	O0001	GC-01; GC-02; GC-03
Martone, Kelly	O0001	GC-01; GC-02; GC-03
Maruki-Fox, Setsuko	O0001	GC-01; GC-02; GC-03
Maruzo, Hope	O0001	GC-01; GC-02; GC-03
Maseda-Gille, Sheila	O0001	GC-01; GC-02; GC-03
Masley, Mandie	O0001	GC-01; GC-02; GC-03
Maslov, Marc	O0001	GC-01; GC-02; GC-03
Mason, Kathy	O0001	GC-01; GC-02; GC-03
Mason, Dawn	O0001	GC-01; GC-02; GC-03
Mason, Mandi	O0001	GC-01; GC-02; GC-03
Mason, Mary	O0001	GC-01; GC-02; GC-03
Massey, Carolyn	O0001	GC-01; GC-02; GC-03
Massey, Linda	O0001	GC-01; GC-02; GC-03
Massey, Sharon	O0001	GC-01; GC-02; GC-03
Massing, Gary	O0001	GC-01; GC-02; GC-03
Masters, Stanley	O0001	GC-01; GC-02; GC-03
Mastri, Francis	O0001	GC-01; GC-02; GC-03
Masuda, Carol	O0001	GC-01; GC-02; GC-03
Masullo, Ginny	O0001	GC-01; GC-02; GC-03
Matelsky, Jessica	O0001	GC-01; GC-02; GC-03
Mathews, Christine	O0001	GC-01; GC-02; GC-03
Mathot, Anne-Pascale	O0001	GC-01; GC-02; GC-03
Matos, Allison	O0001	GC-01; GC-02; GC-03
Matrin, Andrew	O0001	GC-01; GC-02; GC-03
Matson, Leila	O0001	GC-01; GC-02; GC-03
Matsui, Jerry	O0001	GC-01; GC-02; GC-03
Mattes, Martha	O0001	GC-01; GC-02; GC-03
Matthews, Rebecca	O0001	GC-01; GC-02; GC-03
Mattos, Claudio	O0001	GC-01; GC-02; GC-03
Mattos, Heloisa	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Mattson, Lynn	O0001	GC-01; GC-02; GC-03
Mattson, Sandra	O0001	GC-01; GC-02; GC-03
Mattson, Virginia	O0001	GC-01; GC-02; GC-03
Matulich, Shirley	O0001	GC-01; GC-02; GC-03
Matusoff, Cathy	O0001	GC-01; GC-02; GC-03
Matychak, Linda	O0001	GC-01; GC-02; GC-03
Matz, Pat	O0001	GC-01; GC-02; GC-03
Matz, Tamara	O0001	GC-01; GC-02; GC-03
Maudsley, Tina	O0001	GC-01; GC-02; GC-03
Maughan, Dianne	O0001	GC-01; GC-02; GC-03
Maurizzio, Jennifer	O0001	GC-01; GC-02; GC-03
Mauroni, Laura	O0001	GC-01; GC-02; GC-03
Maxwell, Mindy	O0001	GC-01; GC-02; GC-03
Maxwell, Dana	O0001	GC-01; GC-02; GC-03
May, Cecilia L.	O0001	GC-01; GC-02; GC-03
May, Geraldine	O0001	GC-01; GC-02; GC-03
May, Lana	O0001	GC-01; GC-02; GC-03
May, Marylyn	O0001	GC-01; GC-02; GC-03
Mayer, Ken	O0001	GC-01; GC-02; GC-03
Mayhew, Janet	O0001	GC-01; GC-02; GC-03
Maynard, William	O0001	GC-01; GC-02; GC-03
Maziarek, Roseann	O0001	GC-01; GC-02; GC-03
Mazurek, David	O0001	GC-01; GC-02; GC-03
Mazza, Valentina	O0001	GC-01; GC-02; GC-03
Mazzzone, Anne	O0001	GC-01; GC-02; GC-03
Mazzuccolo, Kathleen	O0001	GC-01; GC-02; GC-03
McAllister, James	O0001	GC-01; GC-02; GC-03
McAllister, Cheryl	O0001	GC-01; GC-02; GC-03
McArdle, Struan	O0001	GC-01; GC-02; GC-03
McAroy, Frances	O0001	GC-01; GC-02; GC-03
McArthur, John	O0001	GC-01; GC-02; GC-03
McAuliffe, Carole	O0001	GC-01; GC-02; GC-03
McBride, Debbie	O0001	GC-01; GC-02; GC-03
McBride, Marcine	O0001	GC-01; GC-02; GC-03
McCabe, Ann	O0001	GC-01; GC-02; GC-03
McCabe, Elaine	O0001	GC-01; GC-02; GC-03
McCabe, Erin	O0001	GC-01; GC-02; GC-03
McCabe, John	O0001	GC-01; GC-02; GC-03
McCain, Joe	O0001	GC-01; GC-02; GC-03
McCalister, Janet	O0001	GC-01; GC-02; GC-03
McCallister, Beverly	O0001	GC-01; GC-02; GC-03
McCallister, Irene	O0001	GC-01; GC-02; GC-03
McCardell, Alexandra	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
McCarter, Angel	O0001	GC-01; GC-02; GC-03
McCarthy, Carol	O0001	GC-01; GC-02; GC-03
McCarthy, Shirley	O0001	GC-01; GC-02; GC-03
McCarthy, Carolyn	O0001	GC-01; GC-02; GC-03
McCarthy, Debbie	O0001	GC-01; GC-02; GC-03
McCarthy, Maureen	O0001	GC-01; GC-02; GC-03
McCarty, Chris	O0001	GC-01; GC-02; GC-03
McCauley, Gloria	O0001	GC-01; GC-02; GC-03
McCauley, Brandi	O0001	GC-01; GC-02; GC-03
McCauley, Dianne	O0001	GC-01; GC-02; GC-03
McCauley, Mary Sue	O0001	GC-01; GC-02; GC-03
McClellan, Johnnie	O0001	GC-01; GC-02; GC-03
McClellan, Julie	O0001	GC-01; GC-02; GC-03
McCloskey, Pamela	O0001	GC-01; GC-02; GC-03
McClung, Judy	O0001	GC-01; GC-02; GC-03
McClure, Baxanna	O0001	GC-01; GC-02; GC-03
McClure, Louise	O0001	GC-01; GC-02; GC-03
McClure, Paula	O0001	GC-01; GC-02; GC-03
McCluskey, Sharon	O0001	GC-01; GC-02; GC-03
McCollim, Jeffrey	O0001	GC-01; GC-02; GC-03
McCollum, Sudi	O0001	GC-01; GC-02; GC-03
McCollum, Daniel	O0001	GC-01; GC-02; GC-03
McConnell, Gail	O0001	GC-01; GC-02; GC-03
McConnell, Molly	O0001	GC-01; GC-02; GC-03
McConville, Krys	O0001	GC-01; GC-02; GC-03
McCormack, Jack	O0001	GC-01; GC-02; GC-03
McCormick, Brigid	O0001	GC-01; GC-02; GC-03
McCormick, Karen	O0001	GC-01; GC-02; GC-03
McCormick, Jessica	O0001	GC-01; GC-02; GC-03
McCorry, Eileen	O0001	GC-01; GC-02; GC-03
McCoubrie, Elise	O0001	GC-01; GC-02; GC-03
McCoy, Joan	O0001	GC-01; GC-02; GC-03
McCradic, Anthony	O0001	GC-01; GC-02; GC-03
McCready, Phyllis	O0001	GC-01; GC-02; GC-03
McCready, Tamara	O0001	GC-01; GC-02; GC-03
McCredie, Gail	O0001	GC-01; GC-02; GC-03
McCuen, Gary	O0001	GC-01; GC-02; GC-03
McCüstion, Rebecca	O0001	GC-01; GC-02; GC-03
McCulloch, Kathy	O0001	GC-01; GC-02; GC-03
McCumber, Peter	O0001	GC-01; GC-02; GC-03
McCune, Bonnie	O0001	GC-01; GC-02; GC-03
McCune, Shane	O0001	GC-01; GC-02; GC-03
McCurdy, Dan	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
McCurdy, Jane	O0001	GC-01; GC-02; GC-03
McDade, Shereen	O0001	GC-01; GC-02; GC-03
McDaniel, Larry	O0001	GC-01; GC-02; GC-03
McDermott, Marley	O0001	GC-01; GC-02; GC-03
McDill, George	O0001	GC-01; GC-02; GC-03
McDonald, Erin	O0001	GC-01; GC-02; GC-03
McDonald, Eva	O0001	GC-01; GC-02; GC-03
McDonald, Micheal	O0001	GC-01; GC-02; GC-03
McDonald, Pamela	O0001	GC-01; GC-02; GC-03
McDonald, Claude	O0001	GC-01; GC-02; GC-03
McDonald, Kim	O0001	GC-01; GC-02; GC-03
McDonald, Maureen	O0001	GC-01; GC-02; GC-03
McDonald, Patricia	O0001	GC-01; GC-02; GC-03
McDonell, Alexander	O0001	GC-01; GC-02; GC-03
McDonnell, Robert	O0001	GC-01; GC-02; GC-03
McDonnell, Carol	O0001	GC-01; GC-02; GC-03
McDougal, Linda	O0001	GC-01; GC-02; GC-03
McDuffie, Holly	O0001	GC-01; GC-02; GC-03
McEwan, Diane	O0001	GC-01; GC-02; GC-03
McEwen, Nancy	O0001	GC-01; GC-02; GC-03
McFadden, Stephanie	O0001	GC-01; GC-02; GC-03
McFarland, Brian	O0001	GC-01; GC-02; GC-03
McFarland, Mary Ann	O0001	GC-01; GC-02; GC-03
McGaughey, Mary	O0001	GC-01; GC-02; GC-03
McGee, Jerry	O0001	GC-01; GC-02; GC-03
McGeehan, Carol	O0001	GC-01; GC-02; GC-03
McGhie, Laura	O0001	GC-01; GC-02; GC-03
McGill, Bonnie	O0001	GC-01; GC-02; GC-03
McGill, Aimee	O0001	GC-01; GC-02; GC-03
McGilligan, Mary	O0001	GC-01; GC-02; GC-03
McGlone, Colleen	O0001	GC-01; GC-02; GC-03
McGoldrick, Tracy	O0001	GC-01; GC-02; GC-03
McGovern, Donlon	O0001	GC-01; GC-02; GC-03
McGowan, Gail	O0001	GC-01; GC-02; GC-03
McGowan, Louise	O0001	GC-01; GC-02; GC-03
McGrath, Joan	O0001	GC-01; GC-02; GC-03
McGrath, Barbara	O0001	GC-01; GC-02; GC-03
McGrath, Carol	O0001	GC-01; GC-02; GC-03
McGregor, Denise	O0001	GC-01; GC-02; GC-03
McGuire, Maggi	O0001	GC-01; GC-02; GC-03
McHale, Cynthia	O0001	GC-01; GC-02; GC-03
McHugh, Margaret C.	O0001	GC-01; GC-02; GC-03
McIntire, Sandra	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
McIntosh, Malva	O0001	GC-01; GC-02; GC-03
McIntosh, James	O0001	GC-01; GC-02; GC-03
McIntyre II, Mac	O0001	GC-01; GC-02; GC-03
McIntyre, Micah	O0001	GC-01; GC-02; GC-03
McIntyre, Wiley	O0001	GC-01; GC-02; GC-03
McJunkin, Diane	O0001	GC-01; GC-02; GC-03
McKay, Amy	O0001	GC-01; GC-02; GC-03
McKee, Eileen	O0001	GC-01; GC-02; GC-03
McKeel, Jennifer	O0001	GC-01; GC-02; GC-03
McKeen, Cynthia	O0001	GC-01; GC-02; GC-03
McKeighen, Daniel	O0001	GC-01; GC-02; GC-03
McKelvie, Kevin	O0001	GC-01; GC-02; GC-03
McKenna, Jacci	O0001	GC-01; GC-02; GC-03
McKenna, Lori	O0001	GC-01; GC-02; GC-03
McKenzie, Sharon	O0001	GC-01; GC-02; GC-03
McKillip, Linda	O0001	GC-01; GC-02; GC-03
McKim, Cathie	O0001	GC-01; GC-02; GC-03
McKinney, Judy	O0001	GC-01; GC-02; GC-03
McKinney, Sherry	O0001	GC-01; GC-02; GC-03
McLain, Donna	O0001	GC-01; GC-02; GC-03
McLaskey, Michelle	O0001	GC-01; GC-02; GC-03
McLaughlin, Julia	O0001	GC-01; GC-02; GC-03
McLaughlin, Susan	O0001	GC-01; GC-02; GC-03
McLean, Janyce	O0001	GC-01; GC-02; GC-03
McLean, Michael	O0001	GC-01; GC-02; GC-03
McLean, Bonnie	O0001	GC-01; GC-02; GC-03
McLellan, Sandra	O0001	GC-01; GC-02; GC-03
McLeod, Charles	O0001	GC-01; GC-02; GC-03
McMahan, Barbara	O0001	GC-01; GC-02; GC-03
McMahon, Ronald	O0001	GC-01; GC-02; GC-03
McManus, Candace	O0001	GC-01; GC-02; GC-03
McManus, James	O0001	GC-01; GC-02; GC-03
McMillan, John	O0001	GC-01; GC-02; GC-03
McMillion, Lou	O0001	GC-01; GC-02; GC-03
McMullen, Colleen	O0001	GC-01; GC-02; GC-03
McMulty, Claudia	O0001	GC-01; GC-02; GC-03
McMurray, Phillip	O0001	GC-01; GC-02; GC-03
McMurray, Karen	O0001	GC-01; GC-02; GC-03
McNair, Dianna	O0001	GC-01; GC-02; GC-03
McNall, Shirley	O0001	GC-01; GC-02; GC-03
McNally, Shannon	O0001	GC-01; GC-02; GC-03
McNally, Patricia	O0001	GC-01; GC-02; GC-03
McNamara, Catherine	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
McNamara, Sharon	O0001	GC-01; GC-02; GC-03
McNeeley, Hylin	O0001	GC-01; GC-02; GC-03
McNeil, Margaret	O0001	GC-01; GC-02; GC-03
McNeirney, Ellen	O0001	GC-01; GC-02; GC-03
McNeny, Lindsey	O0001	GC-01; GC-02; GC-03
McNerney, Katy	O0001	GC-01; GC-02; GC-03
McNichol, Peter	O0001	GC-01; GC-02; GC-03
McNinch, Howard	O0001	GC-01; GC-02; GC-03
Mcphee, Nicole	O0001	GC-01; GC-02; GC-03
McPherson, Sandra	O0001	GC-01; GC-02; GC-03
McPherson, Susan	O0001	GC-01; GC-02; GC-03
McQuade, Uta	O0001	GC-01; GC-02; GC-03
McQueen, Amanda	O0001	GC-01; GC-02; GC-03
McRill, Susan	O0001	GC-01; GC-02; GC-03
McVey, Alex	O0001	GC-01; GC-02; GC-03
McVey, Harry	O0001	GC-01; GC-02; GC-03
McVey, Ruth	O0001	GC-01; GC-02; GC-03
McVicar, Jacqueline	O0001	GC-01; GC-02; GC-03
McVoy, Richard	O0001	GC-01; GC-02; GC-03
McWilliams, Glen	O0001	GC-01; GC-02; GC-03
McWilliams, Kathryn A.	O0001	GC-01; GC-02; GC-03
Mead, Hattie	O0001	GC-01; GC-02; GC-03
Mead, Leroyce	O0001	GC-01; GC-02; GC-03
Mead, Lois	O0001	GC-01; GC-02; GC-03
Meade, David	O0001	GC-01; GC-02; GC-03
Meadows, William	O0001	GC-01; GC-02; GC-03
Meaux, Andre	O0001	GC-01; GC-02; GC-03
Medaglia, Maureen	O0001	GC-01; GC-02; GC-03
Medina, Kathleen	O0001	GC-01; GC-02; GC-03
Medlin, Barry	O0001	GC-01; GC-02; GC-03
Mednis, Janique	O0001	GC-01; GC-02; GC-03
Meeder, Art	O0001	GC-01; GC-02; GC-03
Meek, F.	O0001	GC-01; GC-02; GC-03
Megraw, Robert	O0001	GC-01; GC-02; GC-03
Meinerding, Tony	O0001	GC-01; GC-02; GC-03
Meinert, Margaret	O0001	GC-01; GC-02; GC-03
Meisinger, Linda	O0001	GC-01; GC-02; GC-03
Mejia, Lily	O0001	GC-01; GC-02; GC-03
Melby, George M.	O0001	GC-01; GC-02; GC-03
Mele, Frank	O0001	GC-01; GC-02; GC-03
Meli, Mary Ellen	O0001	GC-01; GC-02; GC-03
Melton, Kenneth	O0001	GC-01; GC-02; GC-03
Mendel, Chris	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Mendes, Aimee	O0001	GC-01; GC-02; GC-03
Mendez, Virginia	O0001	GC-01; GC-02; GC-03
Mendoza, Carolina	O0001	GC-01; GC-02; GC-03
Mendoza, Sonia	O0001	GC-01; GC-02; GC-03
Mendoza, Jose	O0001	GC-01; GC-02; GC-03
Menechella, Tony	O0001	GC-01; GC-02; GC-03
Menefee, Laura	O0001	GC-01; GC-02; GC-03
Menerey, Penny	O0001	GC-01; GC-02; GC-03
Mengel, Andrea	O0001	GC-01; GC-02; GC-03
Menne, Suzanne	O0001	GC-01; GC-02; GC-03
Mennel-Bell, Mari	O0001	GC-01; GC-02; GC-03
Mentz, Linda	O0001	GC-01; GC-02; GC-03
Mercer, Grace	O0001	GC-01; GC-02; GC-03
Merkel, Karynn	O0001	GC-01; GC-02; GC-03
Merlino, Ronald	O0001	GC-01; GC-02; GC-03
Merljak, Julija	O0001	GC-01; GC-02; GC-03
Merriam, P.J.	O0001	GC-01; GC-02; GC-03
Merrill, Barbara	O0001	GC-01; GC-02; GC-03
Merritt, Curtis	O0001	GC-01; GC-02; GC-03
Mervil, Barthelemy	O0001	GC-01; GC-02; GC-03
Messer, Gretchen	O0001	GC-01; GC-02; GC-03
Messina, Jen	O0001	GC-01; GC-02; GC-03
Messing, Ann	O0001	GC-01; GC-02; GC-03
Messing, Mark	O0001	GC-01; GC-02; GC-03
Messling, Gordon	O0001	GC-01; GC-02; GC-03
Messuri, Ethel	O0001	GC-01; GC-02; GC-03
Metz, Nancy	O0001	GC-01; GC-02; GC-03
Metzger, Carol	O0001	GC-01; GC-02; GC-03
Metzger, Luke	O0001	GC-01; GC-02; GC-03
Meuer, Rita	O0001	GC-01; GC-02; GC-03
Meuschke, Thomas	O0001	GC-01; GC-02; GC-03
Meyer, Eric	O0001	GC-01; GC-02; GC-03
Meyer, Pamela	O0001	GC-01; GC-02; GC-03
Meyer, Helen	O0001	GC-01; GC-02; GC-03
Meyer, Joe	O0001	GC-01; GC-02; GC-03
Meyer, Robert	O0001	GC-01; GC-02; GC-03
Meyer, Scott	O0001	GC-01; GC-02; GC-03
Meyer, Twyla	O0001	GC-01; GC-02; GC-03
Meyers, Holly S.	O0001	GC-01; GC-02; GC-03
Meyers, Sarah	O0001	GC-01; GC-02; GC-03
Meyers, Cindy	O0001	GC-01; GC-02; GC-03
Miceli, Megan	O0001	GC-01; GC-02; GC-03
Michael, Edward	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Michael, Veronica	O0001	GC-01; GC-02; GC-03
Michalak, Cheryl	O0001	GC-01; GC-02; GC-03
Michalek, Dorothy	O0001	GC-01; GC-02; GC-03
Michel, Debora	O0001	GC-01; GC-02; GC-03
Michelsen, Anne	O0001	GC-01; GC-02; GC-03
Micherone, Dale	O0001	GC-01; GC-02; GC-03
Michl, Marie	O0001	GC-01; GC-02; GC-03
Mick, Judith	O0001	GC-01; GC-02; GC-03
Mickelsen, Patti	O0001	GC-01; GC-02; GC-03
Mickey, Judy	O0001	GC-01; GC-02; GC-03
Middleditch, Ellen	O0001	GC-01; GC-02; GC-03
Miele, Danielle	O0001	GC-01; GC-02; GC-03
Mielo, Laurie	O0001	GC-01; GC-02; GC-03
Mierow, Luanne	O0001	GC-01; GC-02; GC-03
Miess, Teresa	O0001	GC-01; GC-02; GC-03
Migdal, Marcia	O0001	GC-01; GC-02; GC-03
Milam, S. Scott	O0001	GC-01; GC-02; GC-03
Milam, Tim	O0001	GC-01; GC-02; GC-03
Milbourne, Donna	O0001	GC-01; GC-02; GC-03
Miles, Robert	O0001	GC-01; GC-02; GC-03
Miles, Margaret	O0001	GC-01; GC-02; GC-03
Millensifer, Aimee	O0001	GC-01; GC-02; GC-03
Miller, Bob	O0001	GC-01; GC-02; GC-03
Miller, Brook	O0001	GC-01; GC-02; GC-03
Miller, Chemeka	O0001	GC-01; GC-02; GC-03
Miller, Christian	O0001	GC-01; GC-02; GC-03
Miller, Cynthia	O0001	GC-01; GC-02; GC-03
Miller, D. Rex	O0001	GC-01; GC-02; GC-03
Miller, Danielle	O0001	GC-01; GC-02; GC-03
Miller, Debra	O0001	GC-01; GC-02; GC-03
Miller, Genevieve	O0001	GC-01; GC-02; GC-03
Miller, Gillian	O0001	GC-01; GC-02; GC-03
Miller, Janet	O0001	GC-01; GC-02; GC-03
Miller, Jennifer	O0001	GC-01; GC-02; GC-03
Miller, Mike	O0001	GC-01; GC-02; GC-03
Miller, Tami	O0001	GC-01; GC-02; GC-03
Miller, Abigail	O0001	GC-01; GC-02; GC-03
Miller, Ann	O0001	GC-01; GC-02; GC-03
Miller, Betty	O0001	GC-01; GC-02; GC-03
Miller, Blair	O0001	GC-01; GC-02; GC-03
Miller, Bobbi	O0001	GC-01; GC-02; GC-03
Miller, C.	O0001	GC-01; GC-02; GC-03
Miller, Christina	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Miller, Christine	O0001	GC-01; GC-02; GC-03
Miller, Claudia	O0001	GC-01; GC-02; GC-03
Miller, Dianne	O0001	GC-01; GC-02; GC-03
Miller, Edmund	O0001	GC-01; GC-02; GC-03
Miller, Henry	O0001	GC-01; GC-02; GC-03
Miller, Jack	O0001	GC-01; GC-02; GC-03
Miller, Jackie	O0001	GC-01; GC-02; GC-03
Miller, Margretta	O0001	GC-01; GC-02; GC-03
Miller, Marlene	O0001	GC-01; GC-02; GC-03
Miller, Mary	O0001	GC-01; GC-02; GC-03
Miller, Michael	O0001	GC-01; GC-02; GC-03
Miller, Pamela	O0001	GC-01; GC-02; GC-03
Miller, Patti	O0001	GC-01; GC-02; GC-03
Miller, Phyllis	O0001	GC-01; GC-02; GC-03
Miller, Robin	O0001	GC-01; GC-02; GC-03
Miller, Sandra	O0001	GC-01; GC-02; GC-03
Miller, Sara	O0001	GC-01; GC-02; GC-03
Miller, Sharon	O0001	GC-01; GC-02; GC-03
Miller, Tara	O0001	GC-01; GC-02; GC-03
Miller, Timothy	O0001	GC-01; GC-02; GC-03
Miller, Travis	O0001	GC-01; GC-02; GC-03
Miller, Victoria	O0001	GC-01; GC-02; GC-03
Millhollen, Pilar	O0001	GC-01; GC-02; GC-03
Millman, Harriet	O0001	GC-01; GC-02; GC-03
Mills, Chris	O0001	GC-01; GC-02; GC-03
Mills, John	O0001	GC-01; GC-02; GC-03
Mills, Adam	O0001	GC-01; GC-02; GC-03
Mills, Connie	O0001	GC-01; GC-02; GC-03
Mills, Jacqueline	O0001	GC-01; GC-02; GC-03
Mills, Krista	O0001	GC-01; GC-02; GC-03
Milne, Susan	O0001	GC-01; GC-02; GC-03
Milstein, Karen	O0001	GC-01; GC-02; GC-03
Mineck, Stephen	O0001	GC-01; GC-02; GC-03
Miner, Jeff	O0001	GC-01; GC-02; GC-03
Minicucci, Dianne	O0001	GC-01; GC-02; GC-03
Minix, Sheri	O0001	GC-01; GC-02; GC-03
Mink, Daniel	O0001	GC-01; GC-02; GC-03
Mink, Mark	O0001	GC-01; GC-02; GC-03
Minning, Sharon	O0001	GC-01; GC-02; GC-03
Minor, Carmen	O0001	GC-01; GC-02; GC-03
Minshall, Linda	O0001	GC-01; GC-02; GC-03
Miragliotta, Tony	O0001	GC-01; GC-02; GC-03
Miranda, Rocio	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Miranda, Tyler</i>	O0001	GC-01; GC-02; GC-03
<i>Mirkovic, Dragana</i>	O0001	GC-01; GC-02; GC-03
<i>Mirzakhani, Justice</i>	O0001	GC-01; GC-02; GC-03
<i>Misek, Jolie</i>	O0001	GC-01; GC-02; GC-03
<i>Misicka, Ed</i>	O0001	GC-01; GC-02; GC-03
<i>Miskolczy, Bonnie</i>	O0001	GC-01; GC-02; GC-03
<i>Misner, Patricia</i>	O0001	GC-01; GC-02; GC-03
<i>Mistretta, Jill</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, Beverly</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, Brett</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, Gordon</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, Anne</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, Bonnie</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, Crystal</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, David</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, Ellen</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, Jonathan</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, Kristina</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, Michelle</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, Rick</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, Ruby</i>	O0001	GC-01; GC-02; GC-03
<i>Mitchell, William</i>	O0001	GC-01; GC-02; GC-03
<i>Mitnik, Tatyana</i>	O0001	GC-01; GC-02; GC-03
<i>Mittel, Kathleen</i>	O0001	GC-01; GC-02; GC-03
<i>Mittelstaedt, Thomas</i>	O0001	GC-01; GC-02; GC-03
<i>Mittig, William</i>	O0001	GC-01; GC-02; GC-03
<i>Mitts, Yolanda</i>	O0001	GC-01; GC-02; GC-03
<i>Miville, Jennifer</i>	O0001	GC-01; GC-02; GC-03
<i>Mixon, Nicole</i>	O0001	GC-01; GC-02; GC-03
<i>Mize, Robert</i>	O0001	GC-01; GC-02; GC-03
<i>Mizhir, Tina</i>	O0001	GC-01; GC-02; GC-03
<i>Mizrahi, Sheila</i>	O0001	GC-01; GC-02; GC-03
<i>Mlawski, Leslie</i>	O0001	GC-01; GC-02; GC-03
<i>Moan, Terry</i>	O0001	GC-01; GC-02; GC-03
<i>Mock, Tim</i>	O0001	GC-01; GC-02; GC-03
<i>Mock, Alex</i>	O0001	GC-01; GC-02; GC-03
<i>Modjeski, Jan</i>	O0001	GC-01; GC-02; GC-03
<i>Modola, Lisa</i>	O0001	GC-01; GC-02; GC-03
<i>Moen, Michael</i>	O0001	GC-01; GC-02; GC-03
<i>Moench, Malin</i>	O0001	GC-01; GC-02; GC-03
<i>Moeschl, Mary Jo</i>	O0001	GC-01; GC-02; GC-03
<i>Mohamed, Mubiinah</i>	O0001	GC-01; GC-02; GC-03
<i>Möhler, Sabine</i>	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Mola, Nicole	O0001	GC-01; GC-02; GC-03
Moland, Janice	O0001	GC-01; GC-02; GC-03
Molder, Michael	O0001	GC-01; GC-02; GC-03
Mole, Leonard	O0001	GC-01; GC-02; GC-03
Molgora, Bianca	O0001	GC-01; GC-02; GC-03
Molieri, Vicente	O0001	GC-01; GC-02; GC-03
Molina, Diana	O0001	GC-01; GC-02; GC-03
Molino, Patricia	O0001	GC-01; GC-02; GC-03
Moller, Joseph	O0001	GC-01; GC-02; GC-03
Molloy, Mark	O0001	GC-01; GC-02; GC-03
Moloney, Linda	O0001	GC-01; GC-02; GC-03
Molsen, Liz	O0001	GC-01; GC-02; GC-03
Monaghan, Bernadette	O0001	GC-01; GC-02; GC-03
Monahon, Gail	O0001	GC-01; GC-02; GC-03
Monarch, Richard	O0001	GC-01; GC-02; GC-03
Monastero, Joseph	O0001	GC-01; GC-02; GC-03
Moncure, Janet	O0001	GC-01; GC-02; GC-03
Mondazze, Gina	O0001	GC-01; GC-02; GC-03
Mondragon, Michelle	O0001	GC-01; GC-02; GC-03
Mongeau, Ann	O0001	GC-01; GC-02; GC-03
Mongelli, Kevin	O0001	GC-01; GC-02; GC-03
Monger, Becky	O0001	GC-01; GC-02; GC-03
Monroe, Bonnie	O0001	GC-01; GC-02; GC-03
Monroe, Earl	O0001	GC-01; GC-02; GC-03
Monroe, James R.	O0001	GC-01; GC-02; GC-03
Monroe, Lynn	O0001	GC-01; GC-02; GC-03
Monson, Todd	O0001	GC-01; GC-02; GC-03
Montague, Dana	O0001	GC-01; GC-02; GC-03
Montague, Joyce	O0001	GC-01; GC-02; GC-03
Montgomery, Kris	O0001	GC-01; GC-02; GC-03
Montoya, Andres	O0001	GC-01; GC-02; GC-03
Monty, Cory	O0001	GC-01; GC-02; GC-03
Moody, Jay	O0001	GC-01; GC-02; GC-03
Moody, Richard	O0001	GC-01; GC-02; GC-03
Mooney, Melissa	O0001	GC-01; GC-02; GC-03
Mooney, Phyllis	O0001	GC-01; GC-02; GC-03
Mooney, Sean	O0001	GC-01; GC-02; GC-03
Moore, Erin	O0001	GC-01; GC-02; GC-03
Moore, Mercedes	O0001	GC-01; GC-02; GC-03
Moore, Nancy	O0001	GC-01; GC-02; GC-03
Moore, Rebecca	O0001	GC-01; GC-02; GC-03
Moore, Veronica	O0001	GC-01; GC-02; GC-03
Moore, Andrea	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Moore, Chris	O0001	GC-01; GC-02; GC-03
Moore, Gary	O0001	GC-01; GC-02; GC-03
Moore, Janice	O0001	GC-01; GC-02; GC-03
Moore, Kerry	O0001	GC-01; GC-02; GC-03
Moore, Kristine	O0001	GC-01; GC-02; GC-03
Moore, Richard	O0001	GC-01; GC-02; GC-03
Moorthy, Pallavi	O0001	GC-01; GC-02; GC-03
Mora, Margaret	O0001	GC-01; GC-02; GC-03
Mora, Sharon	O0001	GC-01; GC-02; GC-03
Mora, Carlina	O0001	GC-01; GC-02; GC-03
Morales, Margaret	O0001	GC-01; GC-02; GC-03
Morales, Rene	O0001	GC-01; GC-02; GC-03
Moran, Judy	O0001	GC-01; GC-02; GC-03
Moran, Christopher	O0001	GC-01; GC-02; GC-03
Morander, Kellyann	O0001	GC-01; GC-02; GC-03
Moranobrown, Darleen	O0001	GC-01; GC-02; GC-03
Moranville, Stacy	O0001	GC-01; GC-02; GC-03
More, Mary	O0001	GC-01; GC-02; GC-03
Moreau, John	O0001	GC-01; GC-02; GC-03
Moreland, Tom	O0001	GC-01; GC-02; GC-03
Moreno, Esther	O0001	GC-01; GC-02; GC-03
Moreno, Tirso	O0001	GC-01; GC-02; GC-03
Moretti, Vicente	O0001	GC-01; GC-02; GC-03
Morgan, Ellen	O0001	GC-01; GC-02; GC-03
Morgan, Evan	O0001	GC-01; GC-02; GC-03
Morgan, Leslie	O0001	GC-01; GC-02; GC-03
Morgan, Patricia	O0001	GC-01; GC-02; GC-03
Morgan, Paula	O0001	GC-01; GC-02; GC-03
Morgan, Amanda	O0001	GC-01; GC-02; GC-03
Morgan, Catherine	O0001	GC-01; GC-02; GC-03
Morgan, Edward	O0001	GC-01; GC-02; GC-03
Morgan, James	O0001	GC-01; GC-02; GC-03
Morizio, David	O0001	GC-01; GC-02; GC-03
Morrinello, Gerri	O0001	GC-01; GC-02; GC-03
Morris, Dee	O0001	GC-01; GC-02; GC-03
Morris, John	O0001	GC-01; GC-02; GC-03
Morris, Margaret	O0001	GC-01; GC-02; GC-03
Morris, Anna	O0001	GC-01; GC-02; GC-03
Morris, Florence	O0001	GC-01; GC-02; GC-03
Morris, Gerlinde	O0001	GC-01; GC-02; GC-03
Morris, Iris	O0001	GC-01; GC-02; GC-03
Morris, Leslie	O0001	GC-01; GC-02; GC-03
Morris, Lynn	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Morris, Peggy</i>	O0001	GC-01; GC-02; GC-03
<i>Morris, Sharon</i>	O0001	GC-01; GC-02; GC-03
<i>Morrish, Marilyn</i>	O0001	GC-01; GC-02; GC-03
<i>Morrison, Bobby</i>	O0001	GC-01; GC-02; GC-03
<i>Morrison, Carrie</i>	O0001	GC-01; GC-02; GC-03
<i>Morrison, Kirk</i>	O0001	GC-01; GC-02; GC-03
<i>Morrison, Cathy</i>	O0001	GC-01; GC-02; GC-03
<i>Morrison, Larry</i>	O0001	GC-01; GC-02; GC-03
<i>Morrissey, Christine</i>	O0001	GC-01; GC-02; GC-03
<i>Morrow, Brandon</i>	O0001	GC-01; GC-02; GC-03
<i>Morrow, Sally</i>	O0001	GC-01; GC-02; GC-03
<i>Morse, Cynthia</i>	O0001	GC-01; GC-02; GC-03
<i>Morse, Wendy</i>	O0001	GC-01; GC-02; GC-03
<i>Morse, Mariana</i>	O0001	GC-01; GC-02; GC-03
<i>Mortensen, Susanne</i>	O0001	GC-01; GC-02; GC-03
<i>Mortimer, Justin</i>	O0001	GC-01; GC-02; GC-03
<i>Morton, Robert</i>	O0001	GC-01; GC-02; GC-03
<i>Mosa, Ali</i>	O0001	GC-01; GC-02; GC-03
<i>Mosa, Deborah</i>	O0001	GC-01; GC-02; GC-03
<i>Moser, Rich</i>	O0001	GC-01; GC-02; GC-03
<i>Moser, Marty</i>	O0001	GC-01; GC-02; GC-03
<i>Mosier, Akila</i>	O0001	GC-01; GC-02; GC-03
<i>Moss, Barbara</i>	O0001	GC-01; GC-02; GC-03
<i>Moss, Marci</i>	O0001	GC-01; GC-02; GC-03
<i>Moss, Paul</i>	O0001	GC-01; GC-02; GC-03
<i>Mostov, Elizabeth</i>	O0001	GC-01; GC-02; GC-03
<i>Moszyk, John</i>	O0001	GC-01; GC-02; GC-03
<i>Motz, Mary</i>	O0001	GC-01; GC-02; GC-03
<i>Mourant, Wanda</i>	O0001	GC-01; GC-02; GC-03
<i>Mouzourakis, Nicholas</i>	O0001	GC-01; GC-02; GC-03
<i>Mouzourakis, Kathy</i>	O0001	GC-01; GC-02; GC-03
<i>Mowbray, Robert</i>	O0001	GC-01; GC-02; GC-03
<i>Mowry, Greg</i>	O0001	GC-01; GC-02; GC-03
<i>Moy, Michael</i>	O0001	GC-01; GC-02; GC-03
<i>Moyer, Bob</i>	O0001	GC-01; GC-02; GC-03
<i>Moyer, Patricia</i>	O0001	GC-01; GC-02; GC-03
<i>Moyer, Stephen</i>	O0001	GC-01; GC-02; GC-03
<i>Moylan, Julie</i>	O0001	GC-01; GC-02; GC-03
<i>Moynihan, Nancy</i>	O0001	GC-01; GC-02; GC-03
<i>Mucci, Dominic</i>	O0001	GC-01; GC-02; GC-03
<i>Mueller, Dabney</i>	O0001	GC-01; GC-02; GC-03
<i>Mueller, Derk</i>	O0001	GC-01; GC-02; GC-03
<i>Mueller, Johanna</i>	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Mufalli, Sam	O0001	GC-01; GC-02; GC-03
Mugglesstone, Lindsay	O0001	GC-01; GC-02; GC-03
Muir, Dorothy	O0001	GC-01; GC-02; GC-03
Mulcahy, Olga	O0001	GC-01; GC-02; GC-03
Mulder, Joni	O0001	GC-01; GC-02; GC-03
Mullan, Kate	O0001	GC-01; GC-02; GC-03
Mullen, Catherine	O0001	GC-01; GC-02; GC-03
Mullen, Charles	O0001	GC-01; GC-02; GC-03
Mulligan, Hilary	O0001	GC-01; GC-02; GC-03
Mulligan, Margaret	O0001	GC-01; GC-02; GC-03
Mullins, Susan	O0001	GC-01; GC-02; GC-03
Mulvey, Trisha	O0001	GC-01; GC-02; GC-03
Mundhenk, Norm	O0001	GC-01; GC-02; GC-03
Mundine, Jennifer	O0001	GC-01; GC-02; GC-03
Mundy, Kenneth	O0001	GC-01; GC-02; GC-03
Mundy, Patricia	O0001	GC-01; GC-02; GC-03
Munoz, George	O0001	GC-01; GC-02; GC-03
Munoz, Lili	O0001	GC-01; GC-02; GC-03
Munzke-Deal, Janice	O0001	GC-01; GC-02; GC-03
Murdock, Lauren	O0001	GC-01; GC-02; GC-03
Murdock, Katherine	O0001	GC-01; GC-02; GC-03
Murphey, Carolyn M.	O0001	GC-01; GC-02; GC-03
Murphy, Dacia	O0001	GC-01; GC-02; GC-03
Murphy, Janelle	O0001	GC-01; GC-02; GC-03
Murphy, Lucinda	O0001	GC-01; GC-02; GC-03
Murphy, Luke	O0001	GC-01; GC-02; GC-03
Murphy, Michelle	O0001	GC-01; GC-02; GC-03
Murphy, Garrett	O0001	GC-01; GC-02; GC-03
Murphy, Melanie	O0001	GC-01; GC-02; GC-03
Murphy, Pat	O0001	GC-01; GC-02; GC-03
Murphy, Rebecca	O0001	GC-01; GC-02; GC-03
Murphy, Teresa	O0001	GC-01; GC-02; GC-03
Murray, Craig	O0001	GC-01; GC-02; GC-03
Murray, Janet	O0001	GC-01; GC-02; GC-03
Murray, Jeanmarie	O0001	GC-01; GC-02; GC-03
Murray, Margaret	O0001	GC-01; GC-02; GC-03
Murray, Catherine	O0001	GC-01; GC-02; GC-03
Murray, Dara	O0001	GC-01; GC-02; GC-03
Murray, Douglas	O0001	GC-01; GC-02; GC-03
Murrow, Stacey	O0001	GC-01; GC-02; GC-03
Murtagh, Joan	O0001	GC-01; GC-02; GC-03
Musser, Jensen	O0001	GC-01; GC-02; GC-03
Musson, Larry	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Musto, Emma Jean	O0001	GC-01; GC-02; GC-03
Muzychka, Rebecca	O0001	GC-01; GC-02; GC-03
Muzzy, Frank	O0001	GC-01; GC-02; GC-03
Myerly, Scott	O0001	GC-01; GC-02; GC-03
Myers, Adele	O0001	GC-01; GC-02; GC-03
Myers, Wendi	O0001	GC-01; GC-02; GC-03
Myerson, Bette	O0001	GC-01; GC-02; GC-03
Myslajek, Jan	O0001	GC-01; GC-02; GC-03
N.H.	O0001	GC-01; GC-02; GC-03
Nace, Amanda	O0001	GC-01; GC-02; GC-03
Nace, Bob	O0001	GC-01; GC-02; GC-03
Nachazel, Jane	O0001	GC-01; GC-02; GC-03
Nacheman, Elinor	O0001	GC-01; GC-02; GC-03
Naciri, M. Nour	O0001	GC-01; GC-02; GC-03
Nadel, Barbara	O0001	GC-01; GC-02; GC-03
Nader, Loralei	O0001	GC-01; GC-02; GC-03
Nadolski, Debbie	O0001	GC-01; GC-02; GC-03
Nadreau, Patricia	O0001	GC-01; GC-02; GC-03
Naffziger, Phyllis	O0001	GC-01; GC-02; GC-03
Nagel, Dennis	O0001	GC-01; GC-02; GC-03
Nahman, Jaime	O0001	GC-01; GC-02; GC-03
Naidich, Sandra	O0001	GC-01; GC-02; GC-03
Naji, Adela	O0001	GC-01; GC-02; GC-03
Naji, Eric	O0001	GC-01; GC-02; GC-03
Name, Stopforgetting My	O0001	GC-01; GC-02; GC-03
Nance, Gilna	O0001	GC-01; GC-02; GC-03
Nardell, Jason	O0001	GC-01; GC-02; GC-03
Nardella, Nancy	O0001	GC-01; GC-02; GC-03
Narducy, Suzanne	O0001	GC-01; GC-02; GC-03
Narvios, Raquel	O0001	GC-01; GC-02; GC-03
Narvios, Tem	O0001	GC-01; GC-02; GC-03
Nash, Edith	O0001	GC-01; GC-02; GC-03
Nash, Kenneth	O0001	GC-01; GC-02; GC-03
Nasuti, Paul	O0001	GC-01; GC-02; GC-03
Natdone, Patricia	O0001	GC-01; GC-02; GC-03
Nathan, Samantha	O0001	GC-01; GC-02; GC-03
Natov, Jeanee	O0001	GC-01; GC-02; GC-03
Nau, Carol	O0001	GC-01; GC-02; GC-03
Naughton, Charleene	O0001	GC-01; GC-02; GC-03
Navarro, Eleanor	O0001	GC-01; GC-02; GC-03
Navarro, Matilde	O0001	GC-01; GC-02; GC-03
Naversen, Ronald	O0001	GC-01; GC-02; GC-03
Naylor, Paul	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Naylor, Ginna	O0001	GC-01; GC-02; GC-03
Nazzaro, Patricia	O0001	GC-01; GC-02; GC-03
Neal, Amy	O0001	GC-01; GC-02; GC-03
Neal, Andrea	O0001	GC-01; GC-02; GC-03
Neal, E.	O0001	GC-01; GC-02; GC-03
Nedeau, E. James	O0001	GC-01; GC-02; GC-03
Nedeff, Elizabeth	O0001	GC-01; GC-02; GC-03
Needham, Margaret	O0001	GC-01; GC-02; GC-03
Needle, Elona	O0001	GC-01; GC-02; GC-03
Neel, E. Ann	O0001	GC-01; GC-02; GC-03
Neely, Rosemary	O0001	GC-01; GC-02; GC-03
Neff, Grace	O0001	GC-01; GC-02; GC-03
Neihart, Joanne	O0001	GC-01; GC-02; GC-03
Neihart, Janet	O0001	GC-01; GC-02; GC-03
Neill, Cara	O0001	GC-01; GC-02; GC-03
Neilson, Gabriel	O0001	GC-01; GC-02; GC-03
Nelmes, Beverly	O0001	GC-01; GC-02; GC-03
Nelson, Brenda	O0001	GC-01; GC-02; GC-03
Nelson, Gary	O0001	GC-01; GC-02; GC-03
Nelson, L.	O0001	GC-01; GC-02; GC-03
Nelson, Lucille	O0001	GC-01; GC-02; GC-03
Nelson, Marianne	O0001	GC-01; GC-02; GC-03
Nelson, Matthew	O0001	GC-01; GC-02; GC-03
Nelson, Michael	O0001	GC-01; GC-02; GC-03
Nelson, Clark	O0001	GC-01; GC-02; GC-03
Nelson, David	O0001	GC-01; GC-02; GC-03
Nelson, Dency	O0001	GC-01; GC-02; GC-03
Nelson, John	O0001	GC-01; GC-02; GC-03
Nelson, Karen	O0001	GC-01; GC-02; GC-03
Nelson, Tamra	O0001	GC-01; GC-02; GC-03
Nelson, Thora	O0001	GC-01; GC-02; GC-03
Nemeth, Matt	O0001	GC-01; GC-02; GC-03
Nemko, Roy	O0001	GC-01; GC-02; GC-03
Nerwick, Randall	O0001	GC-01; GC-02; GC-03
NeSmith, Lynn	O0001	GC-01; GC-02; GC-03
Nespoli, Edmund	O0001	GC-01; GC-02; GC-03
Ness, Mary	O0001	GC-01; GC-02; GC-03
Neste, Lisa	O0001	GC-01; GC-02; GC-03
Nettesheim, Catherine	O0001	GC-01; GC-02; GC-03
Netzberger, Stephanie	O0001	GC-01; GC-02; GC-03
Netzel, Forrest	O0001	GC-01; GC-02; GC-03
Neuber, Christa	O0001	GC-01; GC-02; GC-03
Neuenschwander, Betty	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Neumann, Terry	O0001	GC-01; GC-02; GC-03
Neuner, Keith	O0001	GC-01; GC-02; GC-03
Nevill, Dan	O0001	GC-01; GC-02; GC-03
Neville, Paula	O0001	GC-01; GC-02; GC-03
Newberg, Stuart	O0001	GC-01; GC-02; GC-03
Newberry, Nancy	O0001	GC-01; GC-02; GC-03
Newburn, Phyllis	O0001	GC-01; GC-02; GC-03
Newell, Barrie	O0001	GC-01; GC-02; GC-03
Newell, Heather	O0001	GC-01; GC-02; GC-03
Newhouse, Jocelin	O0001	GC-01; GC-02; GC-03
Newhouse, Henry	O0001	GC-01; GC-02; GC-03
Newman, Eric	O0001	GC-01; GC-02; GC-03
Newman, Sally	O0001	GC-01; GC-02; GC-03
Newman, Kathy	O0001	GC-01; GC-02; GC-03
Newman, Ricki	O0001	GC-01; GC-02; GC-03
Newman, Sharon	O0001	GC-01; GC-02; GC-03
Newman, Virginia	O0001	GC-01; GC-02; GC-03
Newton, Ann	O0001	GC-01; GC-02; GC-03
Nicholas, Jill	O0001	GC-01; GC-02; GC-03
Nicholl, Alisha	O0001	GC-01; GC-02; GC-03
Nichols, Ambrey	O0001	GC-01; GC-02; GC-03
Nichols, Cynthia	O0001	GC-01; GC-02; GC-03
Nichols, Debra	O0001	GC-01; GC-02; GC-03
Nichols, Kurt	O0001	GC-01; GC-02; GC-03
Nichols, Carmen	O0001	GC-01; GC-02; GC-03
Nichols, Guy	O0001	GC-01; GC-02; GC-03
Nichols, Robert	O0001	GC-01; GC-02; GC-03
Nicholson, Charlene Love	O0001	GC-01; GC-02; GC-03
Nick, Patricia	O0001	GC-01; GC-02; GC-03
Nickison, Elaine	O0001	GC-01; GC-02; GC-03
Nickle, Bonnie	O0001	GC-01; GC-02; GC-03
Nicodemus, Sharon	O0001	GC-01; GC-02; GC-03
Nicola, Susan	O0001	GC-01; GC-02; GC-03
Nicolai, Nicola	O0001	GC-01; GC-02; GC-03
Nielsen, Nathan	O0001	GC-01; GC-02; GC-03
Niese, Patrick	O0001	GC-01; GC-02; GC-03
Nieters, Lenore	O0001	GC-01; GC-02; GC-03
Night, Melody	O0001	GC-01; GC-02; GC-03
Nightingale, Terry	O0001	GC-01; GC-02; GC-03
Nilsson, Derinda	O0001	GC-01; GC-02; GC-03
Nims, Cara	O0001	GC-01; GC-02; GC-03
Nippert, Rodney	O0001	GC-01; GC-02; GC-03
Nisperos, Stacy	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Nitz, Natasha	O0001	GC-01; GC-02; GC-03
Nobel, Lauren	O0001	GC-01; GC-02; GC-03
Noblett, Dee	O0001	GC-01; GC-02; GC-03
Noblett, Richard	O0001	GC-01; GC-02; GC-03
Nobrega, Robert	O0001	GC-01; GC-02; GC-03
Noggle, Carl	O0001	GC-01; GC-02; GC-03
Nolan, Mike	O0001	GC-01; GC-02; GC-03
Nolan, Michele	O0001	GC-01; GC-02; GC-03
Nolan, William	O0001	GC-01; GC-02; GC-03
Nolasco, Chris	O0001	GC-01; GC-02; GC-03
Norbury, Chris	O0001	GC-01; GC-02; GC-03
Nord, Randall	O0001	GC-01; GC-02; GC-03
Nordeman, Valerie	O0001	GC-01; GC-02; GC-03
Norden, Michael	O0001	GC-01; GC-02; GC-03
Nordin, Lillian	O0001	GC-01; GC-02; GC-03
Nordmark, Taylor	O0001	GC-01; GC-02; GC-03
Norman, Melissa	O0001	GC-01; GC-02; GC-03
Norman, Jennifer	O0001	GC-01; GC-02; GC-03
Norris, Andrew	O0001	GC-01; GC-02; GC-03
Norris, Shelby	O0001	GC-01; GC-02; GC-03
North, Cory	O0001	GC-01; GC-02; GC-03
North, Diana	O0001	GC-01; GC-02; GC-03
North, Ellen	O0001	GC-01; GC-02; GC-03
Norton, Daria	O0001	GC-01; GC-02; GC-03
Norton, Gina	O0001	GC-01; GC-02; GC-03
Norton, Kathey	O0001	GC-01; GC-02; GC-03
Nosker, Elinor	O0001	GC-01; GC-02; GC-03
Nottelmann, Editha	O0001	GC-01; GC-02; GC-03
Nottingham, Lois	O0001	GC-01; GC-02; GC-03
Novak, Christine	O0001	GC-01; GC-02; GC-03
Novak, Trina	O0001	GC-01; GC-02; GC-03
Novick, Wendy	O0001	GC-01; GC-02; GC-03
Novkov, Russell	O0001	GC-01; GC-02; GC-03
Nowak, Diane	O0001	GC-01; GC-02; GC-03
Nowakowski, Jo	O0001	GC-01; GC-02; GC-03
Nowicki, Maria	O0001	GC-01; GC-02; GC-03
Noyes, Michael	O0001	GC-01; GC-02; GC-03
Nuenthel, Don	O0001	GC-01; GC-02; GC-03
Nuesch, Ray	O0001	GC-01; GC-02; GC-03
Nuesch, Raymond	O0001	GC-01; GC-02; GC-03
Nugent, David	O0001	GC-01; GC-02; GC-03
Nunez, Carlos	O0001	GC-01; GC-02; GC-03
Nunez, Stephanie	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Nunez, Adriana	O0001	GC-01; GC-02; GC-03
Nussbaum, Rhoda	O0001	GC-01; GC-02; GC-03
Nutini, Michael	O0001	GC-01; GC-02; GC-03
Nutt, Jayrill	O0001	GC-01; GC-02; GC-03
Nylander, Karen	O0001	GC-01; GC-02; GC-03
Nyne, Kate	O0001	GC-01; GC-02; GC-03
Oakenshield, Genesis	O0001	GC-01; GC-02; GC-03
Oatman, Chuck	O0001	GC-01; GC-02; GC-03
Oberdorf, Robert	O0001	GC-01; GC-02; GC-03
Oberti, August	O0001	GC-01; GC-02; GC-03
Obler, Dita	O0001	GC-01; GC-02; GC-03
Oborn, Roger	O0001	GC-01; GC-02; GC-03
O'Bradovich, Anna	O0001	GC-01; GC-02; GC-03
O'Brien, Robert	O0001	GC-01; GC-02; GC-03
O'Brien, Therese	O0001	GC-01; GC-02; GC-03
O'Brien, William	O0001	GC-01; GC-02; GC-03
O'Brien, Daniel	O0001	GC-01; GC-02; GC-03
O'Brien, Dennis	O0001	GC-01; GC-02; GC-03
O'Brien, Jack	O0001	GC-01; GC-02; GC-03
O'Brien, Kathy	O0001	GC-01; GC-02; GC-03
O'Bryan, Kim	O0001	GC-01; GC-02; GC-03
Ocean, Chris	O0001	GC-01; GC-02; GC-03
Och, Evelyn	O0001	GC-01; GC-02; GC-03
Ochs, Sue	O0001	GC-01; GC-02; GC-03
O'Connell, Kathleen	O0001	GC-01; GC-02; GC-03
O'Connell, Laurinda	O0001	GC-01; GC-02; GC-03
O'Connor, Mary Jo	O0001	GC-01; GC-02; GC-03
O'Connor, Patrick	O0001	GC-01; GC-02; GC-03
O'Connor, Shari	O0001	GC-01; GC-02; GC-03
Oda, John	O0001	GC-01; GC-02; GC-03
Odear, Elizabeth	O0001	GC-01; GC-02; GC-03
O'Dell, Sean	O0001	GC-01; GC-02; GC-03
Odom, Cassandra	O0001	GC-01; GC-02; GC-03
Odom, Melissa	O0001	GC-01; GC-02; GC-03
O'Donnell, Deanne	O0001	GC-01; GC-02; GC-03
O'Donovan, Kevin	O0001	GC-01; GC-02; GC-03
Oeth, Linda	O0001	GC-01; GC-02; GC-03
Ogden, Jeanie	O0001	GC-01; GC-02; GC-03
Ogilvie, Scott	O0001	GC-01; GC-02; GC-03
O'Grady, Nancy	O0001	GC-01; GC-02; GC-03
O'Hara, Sharon	O0001	GC-01; GC-02; GC-03
O'Keefe, Lauren	O0001	GC-01; GC-02; GC-03
Okolowicz, Sofia	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Okumura, Pat	O0001	GC-01; GC-02; GC-03
Olden, Karen	O0001	GC-01; GC-02; GC-03
Oldham, Kathleen	O0001	GC-01; GC-02; GC-03
Olds, Linda	O0001	GC-01; GC-02; GC-03
Olenjack, Michael	O0001	GC-01; GC-02; GC-03
Oleynikov, Karina	O0001	GC-01; GC-02; GC-03
Oliver, Bonnie	O0001	GC-01; GC-02; GC-03
Oliver, Reed	O0001	GC-01; GC-02; GC-03
Oliver, Ann	O0001	GC-01; GC-02; GC-03
Oliver, Gary	O0001	GC-01; GC-02; GC-03
Oliver, Nancy	O0001	GC-01; GC-02; GC-03
Oliverio, Steven	O0001	GC-01; GC-02; GC-03
Olivero, Roberto	O0001	GC-01; GC-02; GC-03
Olphin, Stacey	O0001	GC-01; GC-02; GC-03
Olsen, Coralie	O0001	GC-01; GC-02; GC-03
Olson, Leah	O0001	GC-01; GC-02; GC-03
Olson, Mary	O0001	GC-01; GC-02; GC-03
Olson, Bruce	O0001	GC-01; GC-02; GC-03
Olson, Francis	O0001	GC-01; GC-02; GC-03
Olson, M. Rita	O0001	GC-01; GC-02; GC-03
Olson, Nona	O0001	GC-01; GC-02; GC-03
Olvera, Jody	O0001	GC-01; GC-02; GC-03
O'Mack, Xavier	O0001	GC-01; GC-02; GC-03
Ondyak, Elizabeth	O0001	GC-01; GC-02; GC-03
O'Neal, Maureen	O0001	GC-01; GC-02; GC-03
O'Neal-O'Rourke, Terry	O0001	GC-01; GC-02; GC-03
O'Neill, Annie	O0001	GC-01; GC-02; GC-03
Onesti, Frances	O0001	GC-01; GC-02; GC-03
Onken, Brianna	O0001	GC-01; GC-02; GC-03
Opman, David	O0001	GC-01; GC-02; GC-03
Oppenheimer, Lina	O0001	GC-01; GC-02; GC-03
Oppenhuizen, Kathy	O0001	GC-01; GC-02; GC-03
Orantes, Destiny	O0001	GC-01; GC-02; GC-03
Orban, Marguerite	O0001	GC-01; GC-02; GC-03
Orcholski, Gerald	O0001	GC-01; GC-02; GC-03
Ordway, Janet	O0001	GC-01; GC-02; GC-03
O'Reilly, Marci	O0001	GC-01; GC-02; GC-03
Orndorff, Kata	O0001	GC-01; GC-02; GC-03
Orner, Valerie	O0001	GC-01; GC-02; GC-03
Orona, Angel	O0001	GC-01; GC-02; GC-03
O'Rourke, Melissa	O0001	GC-01; GC-02; GC-03
O'Rourke, Karen	O0001	GC-01; GC-02; GC-03
O'Rourke-Steiner, Patti	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Orsini, Kathryn	O0001	GC-01; GC-02; GC-03
Orsini, Laura	O0001	GC-01; GC-02; GC-03
Orszulak, L.J.	O0001	GC-01; GC-02; GC-03
Ortiz, Cathy	O0001	GC-01; GC-02; GC-03
Ortiz, Roberta	O0001	GC-01; GC-02; GC-03
Ortiz, David	O0001	GC-01; GC-02; GC-03
Ortman, Nancy	O0001	GC-01; GC-02; GC-03
Orvin, Allison	O0001	GC-01; GC-02; GC-03
Orzech, Greg	O0001	GC-01; GC-02; GC-03
Osborn, Julie	O0001	GC-01; GC-02; GC-03
Osborn, Peter	O0001	GC-01; GC-02; GC-03
Osburn, Katharine	O0001	GC-01; GC-02; GC-03
O'Shea, Andrea	O0001	GC-01; GC-02; GC-03
O'Shea, Carolyn	O0001	GC-01; GC-02; GC-03
O'Shea, Lynn	O0001	GC-01; GC-02; GC-03
Osland, Michele	O0001	GC-01; GC-02; GC-03
Osowski, Maryjo	O0001	GC-01; GC-02; GC-03
Osterberg, Nils	O0001	GC-01; GC-02; GC-03
Ostlie, Susan	O0001	GC-01; GC-02; GC-03
Ostopoff, Christine	O0001	GC-01; GC-02; GC-03
O'Sullivan, Katherine	O0001	GC-01; GC-02; GC-03
O'Sullivan, Susan	O0001	GC-01; GC-02; GC-03
O'Sullivan, Joseph	O0001	GC-01; GC-02; GC-03
Oswain, Karen	O0001	GC-01; GC-02; GC-03
Oswald, Sarah	O0001	GC-01; GC-02; GC-03
Otillio, Patriciao	O0001	GC-01; GC-02; GC-03
O'Toole, Joe	O0001	GC-01; GC-02; GC-03
Otto, Joe	O0001	GC-01; GC-02; GC-03
Otto, Matthew	O0001	GC-01; GC-02; GC-03
Ouellet, Amber	O0001	GC-01; GC-02; GC-03
Ouellette, Maureen	O0001	GC-01; GC-02; GC-03
Ouellette, Tracy	O0001	GC-01; GC-02; GC-03
Overdier, Ruth	O0001	GC-01; GC-02; GC-03
Overholtzer, Pamela	O0001	GC-01; GC-02; GC-03
Overstreet, Annette	O0001	GC-01; GC-02; GC-03
Overton, Sean	O0001	GC-01; GC-02; GC-03
Owczarek, Robert	O0001	GC-01; GC-02; GC-03
Owen, Connie	O0001	GC-01; GC-02; GC-03
Owen, Stephen	O0001	GC-01; GC-02; GC-03
Owens, Karen	O0001	GC-01; GC-02; GC-03
Owens, Kimberly	O0001	GC-01; GC-02; GC-03
Oxhandler, Richard	O0001	GC-01; GC-02; GC-03
Oxley, Rhonda	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Oxman, Sharon	00001	GC-01; GC-02; GC-03
Ozburn, Nancy	00001	GC-01; GC-02; GC-03
Ozeroff, Elaina	00001	GC-01; GC-02; GC-03
Ozias, Julie	00001	GC-01; GC-02; GC-03
Ozkan, Dogan	00001	GC-01; GC-02; GC-03
Ozkok, Cem	00001	GC-01; GC-02; GC-03
Ozzello, Paula	00001	GC-01; GC-02; GC-03
Paap, Kirsten	00001	GC-01; GC-02; GC-03
Pabst, Virginia	00001	GC-01; GC-02; GC-03
Packman, Zola	00001	GC-01; GC-02; GC-03
Padalino, Gail	00001	GC-01; GC-02; GC-03
Padilla, Amanda	00001	GC-01; GC-02; GC-03
Padilla, Pat	00001	GC-01; GC-02; GC-03
Padmanabhan, Urmila	00001	GC-01; GC-02; GC-03
Paetz, Jonathan	00001	GC-01; GC-02; GC-03
Page, Cindy	00001	GC-01; GC-02; GC-03
Page, Peggy	00001	GC-01; GC-02; GC-03
Page, Lawrence	00001	GC-01; GC-02; GC-03
Page, Michele	00001	GC-01; GC-02; GC-03
Page, Rosine	00001	GC-01; GC-02; GC-03
Pagels, Mary	00001	GC-01; GC-02; GC-03
Pagenkopf, Kris	00001	GC-01; GC-02; GC-03
Pagliuzza, Sarah	00001	GC-01; GC-02; GC-03
Pagni, Jean	00001	GC-01; GC-02; GC-03
Paige, Gina	00001	GC-01; GC-02; GC-03
Paige, Richard	00001	GC-01; GC-02; GC-03
Painter, Lavonne	00001	GC-01; GC-02; GC-03
Pairan, Josh	00001	GC-01; GC-02; GC-03
Pakahn, Laura	00001	GC-01; GC-02; GC-03
Palaferri, Loretta	00001	GC-01; GC-02; GC-03
Palan, Rozalie	00001	GC-01; GC-02; GC-03
Palenik, John	00001	GC-01; GC-02; GC-03
Paley, Leon	00001	GC-01; GC-02; GC-03
Paling, Scott	00001	GC-01; GC-02; GC-03
Pallanes, Beatriz	00001	GC-01; GC-02; GC-03
Pallazola, Paul	00001	GC-01; GC-02; GC-03
Palm, R.	00001	GC-01; GC-02; GC-03
Palmer, Barbara	00001	GC-01; GC-02; GC-03
Palmer, Heidi	00001	GC-01; GC-02; GC-03
Palmer, Mary	00001	GC-01; GC-02; GC-03
Palmeri, William	00001	GC-01; GC-02; GC-03
Palmquist, Wendy	00001	GC-01; GC-02; GC-03
Palotas, Zsuzsa	00001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Pamplin, Candi	O0001	GC-01; GC-02; GC-03
Panarelli, Kimberly	O0001	GC-01; GC-02; GC-03
Panayi, Christopher	O0001	GC-01; GC-02; GC-03
Pandolfi, Sara	O0001	GC-01; GC-02; GC-03
Pang, Naomi	O0001	GC-01; GC-02; GC-03
Pannullo, Linda	O0001	GC-01; GC-02; GC-03
Paolazzi, Diane	O0001	GC-01; GC-02; GC-03
Papoutsi, Eva	O0001	GC-01; GC-02; GC-03
Pappan, Loretta	O0001	GC-01; GC-02; GC-03
Pappas, Carole	O0001	GC-01; GC-02; GC-03
Pappas, Cheryl	O0001	GC-01; GC-02; GC-03
Pappas, Melissa	O0001	GC-01; GC-02; GC-03
Paprocki, Ann Marie	O0001	GC-01; GC-02; GC-03
Paradis, Bettie	O0001	GC-01; GC-02; GC-03
Parcell, Ruth	O0001	GC-01; GC-02; GC-03
Parcells, Julie	O0001	GC-01; GC-02; GC-03
Pardi, Marco	O0001	GC-01; GC-02; GC-03
Parente, Donna	O0001	GC-01; GC-02; GC-03
Parenti, Amy	O0001	GC-01; GC-02; GC-03
Parhar, Pawiter	O0001	GC-01; GC-02; GC-03
Paris, Frances	O0001	GC-01; GC-02; GC-03
Parish, Nadine	O0001	GC-01; GC-02; GC-03
Parish, Aggie	O0001	GC-01; GC-02; GC-03
Park, Noel	O0001	GC-01; GC-02; GC-03
Park, Sherry	O0001	GC-01; GC-02; GC-03
Parker, Adeline	O0001	GC-01; GC-02; GC-03
Parker, Dian	O0001	GC-01; GC-02; GC-03
Parker, Hannah	O0001	GC-01; GC-02; GC-03
Parker, Jin Adams	O0001	GC-01; GC-02; GC-03
Parker, Robert	O0001	GC-01; GC-02; GC-03
Parker, Amanda	O0001	GC-01; GC-02; GC-03
Parker, Deborah	O0001	GC-01; GC-02; GC-03
Parker, Elaine	O0001	GC-01; GC-02; GC-03
Parker, Jacqueline	O0001	GC-01; GC-02; GC-03
Parker, Janice	O0001	GC-01; GC-02; GC-03
Parker, Lentora	O0001	GC-01; GC-02; GC-03
Parker, Pamela	O0001	GC-01; GC-02; GC-03
Parker-Davis, Barbara	O0001	GC-01; GC-02; GC-03
Parkin, Slivina	O0001	GC-01; GC-02; GC-03
Parkins, April	O0001	GC-01; GC-02; GC-03
Parkins, Janet	O0001	GC-01; GC-02; GC-03
Parks, Pam	O0001	GC-01; GC-02; GC-03
Parodi, Suzanne	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Parr, Stacy	O0001	GC-01; GC-02; GC-03
Parrish, Caryl	O0001	GC-01; GC-02; GC-03
Parrish, S.H.	O0001	GC-01; GC-02; GC-03
Parrott, David	O0001	GC-01; GC-02; GC-03
Parrott, Rita	O0001	GC-01; GC-02; GC-03
Parshall, Sharon	O0001	GC-01; GC-02; GC-03
Parson, Katharine	O0001	GC-01; GC-02; GC-03
Parsons, Christopher	O0001	GC-01; GC-02; GC-03
Parsons, Ron	O0001	GC-01; GC-02; GC-03
Parsons, Emily	O0001	GC-01; GC-02; GC-03
Parzick, Anne	O0001	GC-01; GC-02; GC-03
Pascal, Robin	O0001	GC-01; GC-02; GC-03
Paschall, Angela	O0001	GC-01; GC-02; GC-03
Paschel, Richard A.	O0001	GC-01; GC-02; GC-03
Pash, Eric	O0001	GC-01; GC-02; GC-03
Paskowitz, Nancy	O0001	GC-01; GC-02; GC-03
Pasqua, John	O0001	GC-01; GC-02; GC-03
Passoff, Dave	O0001	GC-01; GC-02; GC-03
Pastula, Adam	O0001	GC-01; GC-02; GC-03
Pate, Jessica	O0001	GC-01; GC-02; GC-03
Pate, Sharon	O0001	GC-01; GC-02; GC-03
Patel, Sarosh	O0001	GC-01; GC-02; GC-03
Paternoster, Annemarie	O0001	GC-01; GC-02; GC-03
Patino, Meggan	O0001	GC-01; GC-02; GC-03
Patnode, Diane	O0001	GC-01; GC-02; GC-03
Pato, Roberta	O0001	GC-01; GC-02; GC-03
Patrick, Duane	O0001	GC-01; GC-02; GC-03
Patterson, Carol Joan	O0001	GC-01; GC-02; GC-03
Patterson, Don	O0001	GC-01; GC-02; GC-03
Patterson, Pam	O0001	GC-01; GC-02; GC-03
Patterson, Pamela	O0001	GC-01; GC-02; GC-03
Patterson, Regina	O0001	GC-01; GC-02; GC-03
Patterson, Rhonda	O0001	GC-01; GC-02; GC-03
Patterson, Frances	O0001	GC-01; GC-02; GC-03
Patterson, Nancy	O0001	GC-01; GC-02; GC-03
Patterson, Robin	O0001	GC-01; GC-02; GC-03
Pattishall, Avis	O0001	GC-01; GC-02; GC-03
Patton, Carol	O0001	GC-01; GC-02; GC-03
Patton, Robert	O0001	GC-01; GC-02; GC-03
Paul, Kar	O0001	GC-01; GC-02; GC-03
Paul, Brandon	O0001	GC-01; GC-02; GC-03
Pauley, Thomas	O0001	GC-01; GC-02; GC-03
Paull, Dennis	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Paulus, Morgan</i>	O0001	GC-01; GC-02; GC-03
<i>Pavcovich, Michelle</i>	O0001	GC-01; GC-02; GC-03
<i>Pavia, Veronica</i>	O0001	GC-01; GC-02; GC-03
<i>Pavlak, Patrick</i>	O0001	GC-01; GC-02; GC-03
<i>Pavletic, Terrence</i>	O0001	GC-01; GC-02; GC-03
<i>Pavlova, Karina</i>	O0001	GC-01; GC-02; GC-03
<i>Paxton, Greg</i>	O0001	GC-01; GC-02; GC-03
<i>Paxton, Libby</i>	O0001	GC-01; GC-02; GC-03
<i>Payne, Grace</i>	O0001	GC-01; GC-02; GC-03
<i>Payne, Jennifer</i>	O0001	GC-01; GC-02; GC-03
<i>Payne, Rick</i>	O0001	GC-01; GC-02; GC-03
<i>Pazera, James</i>	O0001	GC-01; GC-02; GC-03
<i>Peace, Tom</i>	O0001	GC-01; GC-02; GC-03
<i>Peale, Mike</i>	O0001	GC-01; GC-02; GC-03
<i>Pearce, Linda</i>	O0001	GC-01; GC-02; GC-03
<i>Pearcy, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Peardot, Wendy</i>	O0001	GC-01; GC-02; GC-03
<i>Peariso, Craig</i>	O0001	GC-01; GC-02; GC-03
<i>Pearl, Diane</i>	O0001	GC-01; GC-02; GC-03
<i>Pearlman, Sondra</i>	O0001	GC-01; GC-02; GC-03
<i>Pearson, Donald</i>	O0001	GC-01; GC-02; GC-03
<i>Pearson, Juliet</i>	O0001	GC-01; GC-02; GC-03
<i>Pearson, Tia</i>	O0001	GC-01; GC-02; GC-03
<i>Pease, Tracy</i>	O0001	GC-01; GC-02; GC-03
<i>Pecci, Janet</i>	O0001	GC-01; GC-02; GC-03
<i>Peck, Dori</i>	O0001	GC-01; GC-02; GC-03
<i>Peck, Sarah</i>	O0001	GC-01; GC-02; GC-03
<i>Peckham, Theresa</i>	O0001	GC-01; GC-02; GC-03
<i>Peckitt, Deb</i>	O0001	GC-01; GC-02; GC-03
<i>Pedler, Stephanie</i>	O0001	GC-01; GC-02; GC-03
<i>Peirce, Larry</i>	O0001	GC-01; GC-02; GC-03
<i>Pelham, Greg</i>	O0001	GC-01; GC-02; GC-03
<i>Pellerin, Tyra</i>	O0001	GC-01; GC-02; GC-03
<i>Pellerito, Catherine</i>	O0001	GC-01; GC-02; GC-03
<i>Pelley, Joe</i>	O0001	GC-01; GC-02; GC-03
<i>Peluso, Joseph</i>	O0001	GC-01; GC-02; GC-03
<i>Pelzer, Ann</i>	O0001	GC-01; GC-02; GC-03
<i>Pemberton, Donna</i>	O0001	GC-01; GC-02; GC-03
<i>Pena, Y.</i>	O0001	GC-01; GC-02; GC-03
<i>Penaherrera, Roberto</i>	O0001	GC-01; GC-02; GC-03
<i>Penchoen, Gregory</i>	O0001	GC-01; GC-02; GC-03
<i>Pendas, Ginny</i>	O0001	GC-01; GC-02; GC-03
<i>Pendergast, Marc</i>	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Pendergast, Betsy	O0001	GC-01; GC-02; GC-03
Penedo, George	O0001	GC-01; GC-02; GC-03
Penna, Catherine	O0001	GC-01; GC-02; GC-03
Pennell, Joyce	O0001	GC-01; GC-02; GC-03
Penner-Zook, J.	O0001	GC-01; GC-02; GC-03
Pennington, Sharyn	O0001	GC-01; GC-02; GC-03
Pentz, Travis	O0001	GC-01; GC-02; GC-03
Pepe, Karen	O0001	GC-01; GC-02; GC-03
Pepin, Dan	O0001	GC-01; GC-02; GC-03
Pepple, John	O0001	GC-01; GC-02; GC-03
Perdios, Dan	O0001	GC-01; GC-02; GC-03
Perella, Christina	O0001	GC-01; GC-02; GC-03
Perez, Tamra	O0001	GC-01; GC-02; GC-03
Perez, Thomas	O0001	GC-01; GC-02; GC-03
Perez, Janet	O0001	GC-01; GC-02; GC-03
Perez, Krystal	O0001	GC-01; GC-02; GC-03
Perez, Yecenia	O0001	GC-01; GC-02; GC-03
Perilli, Aggie	O0001	GC-01; GC-02; GC-03
Perkins, Chris	O0001	GC-01; GC-02; GC-03
Perkins, Don	O0001	GC-01; GC-02; GC-03
Perkins, Guy	O0001	GC-01; GC-02; GC-03
Perkins, Karen	O0001	GC-01; GC-02; GC-03
Perkins, Lacee	O0001	GC-01; GC-02; GC-03
Perlaki, Jen	O0001	GC-01; GC-02; GC-03
Perlick, Mary	O0001	GC-01; GC-02; GC-03
Perlman, Beverly	O0001	GC-01; GC-02; GC-03
Perlmutter, Martha D.	O0001	GC-01; GC-02; GC-03
Perna, Joelle	O0001	GC-01; GC-02; GC-03
Perona, Eliah	O0001	GC-01; GC-02; GC-03
Perry, Lee	O0001	GC-01; GC-02; GC-03
Perry, Nancy	O0001	GC-01; GC-02; GC-03
Perry, Pat	O0001	GC-01; GC-02; GC-03
Perry, Christine	O0001	GC-01; GC-02; GC-03
Perry, Jeannie	O0001	GC-01; GC-02; GC-03
Perry, Kimberly	O0001	GC-01; GC-02; GC-03
Perryman, Jo-Ann	O0001	GC-01; GC-02; GC-03
Pershke, Marlene	O0001	GC-01; GC-02; GC-03
Persichetty, Rita	O0001	GC-01; GC-02; GC-03
Persky, William	O0001	GC-01; GC-02; GC-03
Pesce, James	O0001	GC-01; GC-02; GC-03
Pesicka, Dawn	O0001	GC-01; GC-02; GC-03
Peter, Judith	O0001	GC-01; GC-02; GC-03
Peterman, Michael	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Peters, Kathleen	O0001	GC-01; GC-02; GC-03
Peters, Loretta	O0001	GC-01; GC-02; GC-03
Peters, Robert	O0001	GC-01; GC-02; GC-03
Peters, Lynn	O0001	GC-01; GC-02; GC-03
Petersen, Alice	O0001	GC-01; GC-02; GC-03
Petersen, Susan	O0001	GC-01; GC-02; GC-03
Peterson, Joel	O0001	GC-01; GC-02; GC-03
Peterson, Rachel	O0001	GC-01; GC-02; GC-03
Peterson, Alan	O0001	GC-01; GC-02; GC-03
Peterson, Alex	O0001	GC-01; GC-02; GC-03
Peterson, Eloise	O0001	GC-01; GC-02; GC-03
Peterson, Georgie	O0001	GC-01; GC-02; GC-03
Peterson, Kim	O0001	GC-01; GC-02; GC-03
Peterson, Kristina	O0001	GC-01; GC-02; GC-03
Peterson, Nancy	O0001	GC-01; GC-02; GC-03
Peterson, Samantha	O0001	GC-01; GC-02; GC-03
Peterson, Tracey	O0001	GC-01; GC-02; GC-03
Peterson, Wendy Carol	O0001	GC-01; GC-02; GC-03
Petkus, Nancy	O0001	GC-01; GC-02; GC-03
Petrasy, Marie	O0001	GC-01; GC-02; GC-03
Petri, Natsumi	O0001	GC-01; GC-02; GC-03
Petrillo, Judith	O0001	GC-01; GC-02; GC-03
Petro, Pat	O0001	GC-01; GC-02; GC-03
Petroni, John	O0001	GC-01; GC-02; GC-03
Petrovich, Marian	O0001	GC-01; GC-02; GC-03
Petrulias, Linda	O0001	GC-01; GC-02; GC-03
Petta, Vincent	O0001	GC-01; GC-02; GC-03
Pettis, Claude	O0001	GC-01; GC-02; GC-03
Pettit, Kimberly	O0001	GC-01; GC-02; GC-03
Pettway, Beverly	O0001	GC-01; GC-02; GC-03
Petty, Gina	O0001	GC-01; GC-02; GC-03
Petzko, Allison	O0001	GC-01; GC-02; GC-03
Peyser, Victoria	O0001	GC-01; GC-02; GC-03
Pfandler, Judy	O0001	GC-01; GC-02; GC-03
Pfeifer, Nezka	O0001	GC-01; GC-02; GC-03
Pfeiffer, Janice	O0001	GC-01; GC-02; GC-03
Pfenninger, Michelle	O0001	GC-01; GC-02; GC-03
Pfister, Joe	O0001	GC-01; GC-02; GC-03
Pfister, Teena	O0001	GC-01; GC-02; GC-03
Pflepsen, Joanne	O0001	GC-01; GC-02; GC-03
Pflug, Valerie	O0001	GC-01; GC-02; GC-03
Pham, Kelly	O0001	GC-01; GC-02; GC-03
Phan, Rosemary	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Phelps, Janet	O0001	GC-01; GC-02; GC-03
Phelps, Patricia	O0001	GC-01; GC-02; GC-03
Phelps, Amy	O0001	GC-01; GC-02; GC-03
Philipps, Justin	O0001	GC-01; GC-02; GC-03
Phillips, Nancy	O0001	GC-01; GC-02; GC-03
Phillips, Anita	O0001	GC-01; GC-02; GC-03
Phillips, Faye	O0001	GC-01; GC-02; GC-03
Phillips, Marie-Anne	O0001	GC-01; GC-02; GC-03
Phillips, Cynthia	O0001	GC-01; GC-02; GC-03
Phillips, George	O0001	GC-01; GC-02; GC-03
Phillips, Hartley	O0001	GC-01; GC-02; GC-03
Phillips, Jennifer	O0001	GC-01; GC-02; GC-03
Phillips, John	O0001	GC-01; GC-02; GC-03
Phillips, Regina	O0001	GC-01; GC-02; GC-03
Phillips, Robyn	O0001	GC-01; GC-02; GC-03
Phillips, Sheila	O0001	GC-01; GC-02; GC-03
Phipps, Ramona	O0001	GC-01; GC-02; GC-03
Phipps, G.	O0001	GC-01; GC-02; GC-03
Piattoly, Brigitte	O0001	GC-01; GC-02; GC-03
Pica, Steve	O0001	GC-01; GC-02; GC-03
Picard, June	O0001	GC-01; GC-02; GC-03
Picciano, Leah	O0001	GC-01; GC-02; GC-03
Piccione, Maryann	O0001	GC-01; GC-02; GC-03
Piche, Jennifer	O0001	GC-01; GC-02; GC-03
Pichiotino, Nancy	O0001	GC-01; GC-02; GC-03
Picker, Seth	O0001	GC-01; GC-02; GC-03
Pickert, Doug	O0001	GC-01; GC-02; GC-03
Pickett, Steve	O0001	GC-01; GC-02; GC-03
Pickworth-Campbell, Carole	O0001	GC-01; GC-02; GC-03
Piecora, Lisa	O0001	GC-01; GC-02; GC-03
Piehl, Shari	O0001	GC-01; GC-02; GC-03
Pielke, Janet	O0001	GC-01; GC-02; GC-03
Pierce, Patrick	O0001	GC-01; GC-02; GC-03
Pierce, Richard	O0001	GC-01; GC-02; GC-03
Pierce, Diane	O0001	GC-01; GC-02; GC-03
Pierce, Stephanie	O0001	GC-01; GC-02; GC-03
Pierceall, Caro	O0001	GC-01; GC-02; GC-03
Pierson, Kevin	O0001	GC-01; GC-02; GC-03
Pierson, James	O0001	GC-01; GC-02; GC-03
Pierson, Sheryl	O0001	GC-01; GC-02; GC-03
Pifer, Sandi	O0001	GC-01; GC-02; GC-03
Pike, Brian	O0001	GC-01; GC-02; GC-03
Piker, Tanya	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Pilato, Russ	O0001	GC-01; GC-02; GC-03
Pillinger, Hal	O0001	GC-01; GC-02; GC-03
Pinches, Elaine	O0001	GC-01; GC-02; GC-03
Pindak, Amber	O0001	GC-01; GC-02; GC-03
Pineau, Rhiyana	O0001	GC-01; GC-02; GC-03
Pineda, Annalee	O0001	GC-01; GC-02; GC-03
Piner, Lisa	O0001	GC-01; GC-02; GC-03
Pingaro, Courtnee	O0001	GC-01; GC-02; GC-03
Piniotes, Betty	O0001	GC-01; GC-02; GC-03
Pinkerton, Anne	O0001	GC-01; GC-02; GC-03
Pinkerton, Marjorie	O0001	GC-01; GC-02; GC-03
Pinkham, Debra	O0001	GC-01; GC-02; GC-03
Pinneo, Janet	O0001	GC-01; GC-02; GC-03
Pinnow, April	O0001	GC-01; GC-02; GC-03
Pinque, Meryl	O0001	GC-01; GC-02; GC-03
Pinsof, Robin	O0001	GC-01; GC-02; GC-03
Pinto, Juliann	O0001	GC-01; GC-02; GC-03
Piper, Janna	O0001	GC-01; GC-02; GC-03
Pippin-Emanuel, Patricia	O0001	GC-01; GC-02; GC-03
Pirrone, Annette	O0001	GC-01; GC-02; GC-03
Pisano, Lisa	O0001	GC-01; GC-02; GC-03
Pisias, Simone	O0001	GC-01; GC-02; GC-03
Pitcher, Dwight	O0001	GC-01; GC-02; GC-03
Pitchford, Jayne	O0001	GC-01; GC-02; GC-03
Pit-Jensen, Wendy	O0001	GC-01; GC-02; GC-03
Pitsker, Polly	O0001	GC-01; GC-02; GC-03
Pitt, Jon	O0001	GC-01; GC-02; GC-03
Pittman, Jennifer	O0001	GC-01; GC-02; GC-03
Pitts, Teresa	O0001	GC-01; GC-02; GC-03
Placone, Richard	O0001	GC-01; GC-02; GC-03
Plagmann, James	O0001	GC-01; GC-02; GC-03
Planchon, Nicole	O0001	GC-01; GC-02; GC-03
Planeta, Jennifer	O0001	GC-01; GC-02; GC-03
Plant, Eleanor	O0001	GC-01; GC-02; GC-03
Plastini, Felicia	O0001	GC-01; GC-02; GC-03
Platt II, Zach	O0001	GC-01; GC-02; GC-03
Platt, David	O0001	GC-01; GC-02; GC-03
Platter-Rieger, Mary F.	O0001	GC-01; GC-02; GC-03
Platz, Gail	O0001	GC-01; GC-02; GC-03
Plauzoles, Lucien	O0001	GC-01; GC-02; GC-03
Plimier, Maureen	O0001	GC-01; GC-02; GC-03
Pliner, Elliot	O0001	GC-01; GC-02; GC-03
Pliskin, Jack	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Ploskey, Tina	O0001	GC-01; GC-02; GC-03
Plotkin, Adele	O0001	GC-01; GC-02; GC-03
Plumb, Sonja	O0001	GC-01; GC-02; GC-03
Plumley, Constance	O0001	GC-01; GC-02; GC-03
Pluska, Jackie	O0001	GC-01; GC-02; GC-03
Pluta, Joseph	O0001	GC-01; GC-02; GC-03
Poehlman, Linda	O0001	GC-01; GC-02; GC-03
Poessel, Sharon	O0001	GC-01; GC-02; GC-03
Poggi, Pietro	O0001	GC-01; GC-02; GC-03
Pohl, Dave	O0001	GC-01; GC-02; GC-03
Poist, Ellen	O0001	GC-01; GC-02; GC-03
Poland, Dianne	O0001	GC-01; GC-02; GC-03
Polczynski, Eric	O0001	GC-01; GC-02; GC-03
Poleno, Carol	O0001	GC-01; GC-02; GC-03
Polesky, Alice	O0001	GC-01; GC-02; GC-03
Polito, Nancy	O0001	GC-01; GC-02; GC-03
Politzer, Drew	O0001	GC-01; GC-02; GC-03
Polk, Nora	O0001	GC-01; GC-02; GC-03
Pollack, Gary	O0001	GC-01; GC-02; GC-03
Pollak, Jeannie	O0001	GC-01; GC-02; GC-03
Polley, Daniel	O0001	GC-01; GC-02; GC-03
Pollock, Jeri	O0001	GC-01; GC-02; GC-03
Polsky, Diana	O0001	GC-01; GC-02; GC-03
Polson, Donna Lynne	O0001	GC-01; GC-02; GC-03
Pomerantz, Ted	O0001	GC-01; GC-02; GC-03
Pomerenk, Virginia	O0001	GC-01; GC-02; GC-03
Pomeroy, Chris	O0001	GC-01; GC-02; GC-03
Pomies, Jackie	O0001	GC-01; GC-02; GC-03
Ponce, Patricia	O0001	GC-01; GC-02; GC-03
Ponte, Janet	O0001	GC-01; GC-02; GC-03
Pool, Joan	O0001	GC-01; GC-02; GC-03
Pool, Patricia	O0001	GC-01; GC-02; GC-03
Poole, Cathy	O0001	GC-01; GC-02; GC-03
Poole, Marcia	O0001	GC-01; GC-02; GC-03
Pooler, Carole	O0001	GC-01; GC-02; GC-03
Poor, Andrea	O0001	GC-01; GC-02; GC-03
Pope, Roger	O0001	GC-01; GC-02; GC-03
Popelka, Margaret	O0001	GC-01; GC-02; GC-03
Poplawsky, Al	O0001	GC-01; GC-02; GC-03
Poppe, Dorothy	O0001	GC-01; GC-02; GC-03
Porcelli, Maureen	O0001	GC-01; GC-02; GC-03
Porsch, Angela	O0001	GC-01; GC-02; GC-03
Portala-Dean, Bethanne	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Portalupi, Laura	O0001	GC-01; GC-02; GC-03
Porter, Kenneth	O0001	GC-01; GC-02; GC-03
Porter, Susan	O0001	GC-01; GC-02; GC-03
Porter, Betsey	O0001	GC-01; GC-02; GC-03
Porter, Joelle	O0001	GC-01; GC-02; GC-03
Porter, Thomas	O0001	GC-01; GC-02; GC-03
Posch, Robert	O0001	GC-01; GC-02; GC-03
Poskiene, Lina	O0001	GC-01; GC-02; GC-03
Post, Lara	O0001	GC-01; GC-02; GC-03
Post, Suzanne	O0001	GC-01; GC-02; GC-03
Post, C.	O0001	GC-01; GC-02; GC-03
Post, Heath	O0001	GC-01; GC-02; GC-03
Post, Sheryl	O0001	GC-01; GC-02; GC-03
Potash, Chester	O0001	GC-01; GC-02; GC-03
Potocnik, David	O0001	GC-01; GC-02; GC-03
Potter, Christine	O0001	GC-01; GC-02; GC-03
Potter, Doris	O0001	GC-01; GC-02; GC-03
Potts, Paul	O0001	GC-01; GC-02; GC-03
Potts, Tara	O0001	GC-01; GC-02; GC-03
Potzka, Tedric	O0001	GC-01; GC-02; GC-03
Poulos, Michael	O0001	GC-01; GC-02; GC-03
Povill, Jon	O0001	GC-01; GC-02; GC-03
Powanda, Kim	O0001	GC-01; GC-02; GC-03
Powell, Barb	O0001	GC-01; GC-02; GC-03
Powell, Gail	O0001	GC-01; GC-02; GC-03
Powell, Miyuki	O0001	GC-01; GC-02; GC-03
Powell, Jessica M.	O0001	GC-01; GC-02; GC-03
Powell, Mary	O0001	GC-01; GC-02; GC-03
Powers, Michael	O0001	GC-01; GC-02; GC-03
Powers, Nancy	O0001	GC-01; GC-02; GC-03
Powers, Sheila	O0001	GC-01; GC-02; GC-03
Powers, Inara	O0001	GC-01; GC-02; GC-03
Powers-Jaeger, Pat	O0001	GC-01; GC-02; GC-03
Prael, Felix	O0001	GC-01; GC-02; GC-03
Prandi, Linda	O0001	GC-01; GC-02; GC-03
Prasad, Denesh	O0001	GC-01; GC-02; GC-03
Prather, Lonnette	O0001	GC-01; GC-02; GC-03
Pratt, Anna	O0001	GC-01; GC-02; GC-03
Preda, Livia	O0001	GC-01; GC-02; GC-03
Preiss, Eric	O0001	GC-01; GC-02; GC-03
Preli, Maryanne	O0001	GC-01; GC-02; GC-03
Prescott, Carole	O0001	GC-01; GC-02; GC-03
Prescott, Nicole	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Pressgrove, Cheryl	O0001	GC-01; GC-02; GC-03
Preston, Elaine	O0001	GC-01; GC-02; GC-03
Preston, Karen	O0001	GC-01; GC-02; GC-03
Preston, Thomas	O0001	GC-01; GC-02; GC-03
Prestridge, Laura	O0001	GC-01; GC-02; GC-03
Prevost, Claire	O0001	GC-01; GC-02; GC-03
Price, Christine	O0001	GC-01; GC-02; GC-03
Price, Allen	O0001	GC-01; GC-02; GC-03
Price, Cheri	O0001	GC-01; GC-02; GC-03
Price, Mara	O0001	GC-01; GC-02; GC-03
Priest, Laura	O0001	GC-01; GC-02; GC-03
Priest, Dave	O0001	GC-01; GC-02; GC-03
Priest, Donald	O0001	GC-01; GC-02; GC-03
Prim, Brooke	O0001	GC-01; GC-02; GC-03
Priselac, Tammie	O0001	GC-01; GC-02; GC-03
Pritchard, Cathleen	O0001	GC-01; GC-02; GC-03
Pritchard, Alvera	O0001	GC-01; GC-02; GC-03
Pritchard, Jennifer	O0001	GC-01; GC-02; GC-03
Pritchett, Thomas	O0001	GC-01; GC-02; GC-03
Prochazka, Penelope	O0001	GC-01; GC-02; GC-03
Prokop, Joe	O0001	GC-01; GC-02; GC-03
Proper, Kenneth	O0001	GC-01; GC-02; GC-03
Prosdocimo, Sara	O0001	GC-01; GC-02; GC-03
Prostko, Linda	O0001	GC-01; GC-02; GC-03
Provonne, Laura	O0001	GC-01; GC-02; GC-03
Provost, Clifford	O0001	GC-01; GC-02; GC-03
Provost, Lin	O0001	GC-01; GC-02; GC-03
Prudden, Beth	O0001	GC-01; GC-02; GC-03
Pruitt, Patricia	O0001	GC-01; GC-02; GC-03
Prushinski, Laura	O0001	GC-01; GC-02; GC-03
Prybylski, John	O0001	GC-01; GC-02; GC-03
Prychodko, Nicholas	O0001	GC-01; GC-02; GC-03
Pryich, Ann	O0001	GC-01; GC-02; GC-03
Prystupa, Nanette	O0001	GC-01; GC-02; GC-03
Psaras, Brenda	O0001	GC-01; GC-02; GC-03
Public, Jean	O0001	GC-01; GC-02; GC-03
Puca, Laurie	O0001	GC-01; GC-02; GC-03
Puca, Rob	O0001	GC-01; GC-02; GC-03
Pucak, Carol	O0001	GC-01; GC-02; GC-03
Puckett, Peggy Smith	O0001	GC-01; GC-02; GC-03
Pugh, Lindsay	O0001	GC-01; GC-02; GC-03
Purington II, Ken	O0001	GC-01; GC-02; GC-03
Putnam, Quinten	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Putnam, Alethea</i>	O0001	GC-01; GC-02; GC-03
<i>Putnam, Elizabeth</i>	O0001	GC-01; GC-02; GC-03
<i>Putze, Michelle</i>	O0001	GC-01; GC-02; GC-03
<i>Pyatt, Sheila</i>	O0001	GC-01; GC-02; GC-03
<i>Pyper, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Quartararo, Lisa</i>	O0001	GC-01; GC-02; GC-03
<i>Queen, G. Burton</i>	O0001	GC-01; GC-02; GC-03
<i>Quermback, David</i>	O0001	GC-01; GC-02; GC-03
<i>Quick, Carol</i>	O0001	GC-01; GC-02; GC-03
<i>Quick, Jennifer</i>	O0001	GC-01; GC-02; GC-03
<i>Quiet, Natalie</i>	O0001	GC-01; GC-02; GC-03
<i>Quigley, Edwin</i>	O0001	GC-01; GC-02; GC-03
<i>Quigley, Lori</i>	O0001	GC-01; GC-02; GC-03
<i>Quilichini, Magdalena</i>	O0001	GC-01; GC-02; GC-03
<i>Quimby, Mary</i>	O0001	GC-01; GC-02; GC-03
<i>Quinlevan, Mallory</i>	O0001	GC-01; GC-02; GC-03
<i>Quinn, Edythe Ann</i>	O0001	GC-01; GC-02; GC-03
<i>Quintana, Pilar</i>	O0001	GC-01; GC-02; GC-03
<i>Quintero, Gerry</i>	O0001	GC-01; GC-02; GC-03
<i>Quinto, Seth</i>	O0001	GC-01; GC-02; GC-03
<i>R., Jennifer</i>	O0001	GC-01; GC-02; GC-03
<i>R., Joe</i>	O0001	GC-01; GC-02; GC-03
<i>R., Alison</i>	O0001	GC-01; GC-02; GC-03
<i>R., Christine</i>	O0001	GC-01; GC-02; GC-03
<i>R.E.</i>	O0001	GC-01; GC-02; GC-03
<i>Raab, Frances</i>	O0001	GC-01; GC-02; GC-03
<i>Rabin, Pat</i>	O0001	GC-01; GC-02; GC-03
<i>Rabin, Susan</i>	O0001	GC-01; GC-02; GC-03
<i>Rachal, Terese</i>	O0001	GC-01; GC-02; GC-03
<i>Rachum, Rivka</i>	O0001	GC-01; GC-02; GC-03
<i>Radack, Leona</i>	O0001	GC-01; GC-02; GC-03
<i>Rader, Doug</i>	O0001	GC-01; GC-02; GC-03
<i>Radiss, Elain</i>	O0001	GC-01; GC-02; GC-03
<i>Radovsky, Judith</i>	O0001	GC-01; GC-02; GC-03
<i>Rael, Janice</i>	O0001	GC-01; GC-02; GC-03
<i>Rafey, Larry</i>	O0001	GC-01; GC-02; GC-03
<i>Raffel, Sarah</i>	O0001	GC-01; GC-02; GC-03
<i>Rafferty, Bernard</i>	O0001	GC-01; GC-02; GC-03
<i>Raftery, Rita</i>	O0001	GC-01; GC-02; GC-03
<i>Ragan, Kate</i>	O0001	GC-01; GC-02; GC-03
<i>Ragana, Lollie</i>	O0001	GC-01; GC-02; GC-03
<i>Rago, Marie Elena</i>	O0001	GC-01; GC-02; GC-03
<i>Raha, Cynthia</i>	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Rahimi, Ruth	O0001	GC-01; GC-02; GC-03
Rahn, Jerry	O0001	GC-01; GC-02; GC-03
Raiber, Anthony	O0001	GC-01; GC-02; GC-03
Raineri, Donna	O0001	GC-01; GC-02; GC-03
Raitman, Brian	O0001	GC-01; GC-02; GC-03
Rajkovic, Kelly	O0001	GC-01; GC-02; GC-03
Rakestraw, Scott	O0001	GC-01; GC-02; GC-03
Ralph, Harold	O0001	GC-01; GC-02; GC-03
Ramirez, Brenda	O0001	GC-01; GC-02; GC-03
Ramirez, Steve	O0001	GC-01; GC-02; GC-03
Ramlow, Bob	O0001	GC-01; GC-02; GC-03
Ramo, Carol	O0001	GC-01; GC-02; GC-03
Ramos, Joann	O0001	GC-01; GC-02; GC-03
Ramsay, Moshe Diane	O0001	GC-01; GC-02; GC-03
Ramsey, Karen	O0001	GC-01; GC-02; GC-03
Ramsey, Kerry	O0001	GC-01; GC-02; GC-03
Ramsey, Walter	O0001	GC-01; GC-02; GC-03
Rancatti, Jan	O0001	GC-01; GC-02; GC-03
Rand, Mary	O0001	GC-01; GC-02; GC-03
Rand, Michael	O0001	GC-01; GC-02; GC-03
Randall, David	O0001	GC-01; GC-02; GC-03
Randall, Dorene	O0001	GC-01; GC-02; GC-03
Randall, John	O0001	GC-01; GC-02; GC-03
Randall, Kathryn M.	O0001	GC-01; GC-02; GC-03
Randall, Margaret	O0001	GC-01; GC-02; GC-03
Randall, Sheri	O0001	GC-01; GC-02; GC-03
Randazzo, Philip	O0001	GC-01; GC-02; GC-03
Rangel, Louise	O0001	GC-01; GC-02; GC-03
Ranker, Lori	O0001	GC-01; GC-02; GC-03
Rankin, Jennifer	O0001	GC-01; GC-02; GC-03
Ransom, Jill	O0001	GC-01; GC-02; GC-03
Rao, Bantwal	O0001	GC-01; GC-02; GC-03
Rapp, Julia	O0001	GC-01; GC-02; GC-03
Rapp, Kathy	O0001	GC-01; GC-02; GC-03
Rapp, Kevin	O0001	GC-01; GC-02; GC-03
Rasker, Gerda	O0001	GC-01; GC-02; GC-03
Raslavsky, Robert	O0001	GC-01; GC-02; GC-03
Rasmussen, M.	O0001	GC-01; GC-02; GC-03
Rasmussen, Nancy	O0001	GC-01; GC-02; GC-03
Rasmussen, Paul	O0001	GC-01; GC-02; GC-03
Raspopnik, Randy	O0001	GC-01; GC-02; GC-03
Rastetter, William	O0001	GC-01; GC-02; GC-03
Ratcliff, Charline	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Rathbun, P.	O0001	GC-01; GC-02; GC-03
Ratner, Ron	O0001	GC-01; GC-02; GC-03
Raup-Kounovsky, Pamela	O0001	GC-01; GC-02; GC-03
Ravindran, Ekambaram	O0001	GC-01; GC-02; GC-03
Ray, Jack	O0001	GC-01; GC-02; GC-03
Ray, Laura	O0001	GC-01; GC-02; GC-03
Rayburn, Bob	O0001	GC-01; GC-02; GC-03
Rayhill, Ashley	O0001	GC-01; GC-02; GC-03
Raymond, Dianne	O0001	GC-01; GC-02; GC-03
Rea, Brad	O0001	GC-01; GC-02; GC-03
Rea, Linda	O0001	GC-01; GC-02; GC-03
Rea, Ellen	O0001	GC-01; GC-02; GC-03
Read, Charlotte	O0001	GC-01; GC-02; GC-03
Reader, Barbara	O0001	GC-01; GC-02; GC-03
Reader, Charlene	O0001	GC-01; GC-02; GC-03
Ream, Lynda	O0001	GC-01; GC-02; GC-03
Reams, Cindy	O0001	GC-01; GC-02; GC-03
Reback, Mark	O0001	GC-01; GC-02; GC-03
Recarte, Carmen	O0001	GC-01; GC-02; GC-03
Rech, Tom	O0001	GC-01; GC-02; GC-03
Reckleff, John	O0001	GC-01; GC-02; GC-03
Rector, Mary	O0001	GC-01; GC-02; GC-03
Redding, Carmen	O0001	GC-01; GC-02; GC-03
Redish, Maryellen	O0001	GC-01; GC-02; GC-03
Redstrom, John	O0001	GC-01; GC-02; GC-03
Reece, Jacqueline	O0001	GC-01; GC-02; GC-03
Reed, Dirk	O0001	GC-01; GC-02; GC-03
Reed, Donna	O0001	GC-01; GC-02; GC-03
Reed, Carol	O0001	GC-01; GC-02; GC-03
Reed, Claudia	O0001	GC-01; GC-02; GC-03
Reed, Donald	O0001	GC-01; GC-02; GC-03
Reed, Kelly	O0001	GC-01; GC-02; GC-03
Reed, Mary	O0001	GC-01; GC-02; GC-03
Reed, Patrick	O0001	GC-01; GC-02; GC-03
Reed, Robert	O0001	GC-01; GC-02; GC-03
Reed, Roberta	O0001	GC-01; GC-02; GC-03
Reed, Taylor	O0001	GC-01; GC-02; GC-03
Reel, Joseph	O0001	GC-01; GC-02; GC-03
Rees, Beth	O0001	GC-01; GC-02; GC-03
Rees, Melissa	O0001	GC-01; GC-02; GC-03
Reese, Drew	O0001	GC-01; GC-02; GC-03
Reese, Sarah	O0001	GC-01; GC-02; GC-03
Reese, Elizabeth	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Reese, Sandy	O0001	GC-01; GC-02; GC-03
Reeson, Paulo	O0001	GC-01; GC-02; GC-03
Reeves, Valerie	O0001	GC-01; GC-02; GC-03
Reeves, Virginia	O0001	GC-01; GC-02; GC-03
Regalado, Geoff	O0001	GC-01; GC-02; GC-03
Regina, Victoria	O0001	GC-01; GC-02; GC-03
Rehfeldt, Thomas	O0001	GC-01; GC-02; GC-03
Rehn, Debra	O0001	GC-01; GC-02; GC-03
Rehwald, Francie	O0001	GC-01; GC-02; GC-03
Reich, Bianca	O0001	GC-01; GC-02; GC-03
Reichart, Yahm	O0001	GC-01; GC-02; GC-03
Reid, Cheryl	O0001	GC-01; GC-02; GC-03
Reid, John	O0001	GC-01; GC-02; GC-03
Reid, Maggie	O0001	GC-01; GC-02; GC-03
Reid, Nina Black	O0001	GC-01; GC-02; GC-03
Reid, Susan	O0001	GC-01; GC-02; GC-03
Reiff, Lynne	O0001	GC-01; GC-02; GC-03
Reifke, Kathleen	O0001	GC-01; GC-02; GC-03
Reigal, Lorie	O0001	GC-01; GC-02; GC-03
Reilly, Sharon	O0001	GC-01; GC-02; GC-03
Reilly, Jane	O0001	GC-01; GC-02; GC-03
Reilly, Michael	O0001	GC-01; GC-02; GC-03
Reilly, Pat	O0001	GC-01; GC-02; GC-03
Reines, Raymond	O0001	GC-01; GC-02; GC-03
Reinfried, Kay	O0001	GC-01; GC-02; GC-03
Reingold, Robert	O0001	GC-01; GC-02; GC-03
Reinhart, Robin	O0001	GC-01; GC-02; GC-03
Reis, Jane	O0001	GC-01; GC-02; GC-03
Reisinger, Jean	O0001	GC-01; GC-02; GC-03
Reiter, Hayden	O0001	GC-01; GC-02; GC-03
Reiter, Jane	O0001	GC-01; GC-02; GC-03
Rejebian, Sona	O0001	GC-01; GC-02; GC-03
Rejsek, Gary	O0001	GC-01; GC-02; GC-03
Rembold, L.	O0001	GC-01; GC-02; GC-03
Remicci, Diane	O0001	GC-01; GC-02; GC-03
Remscrm, George	O0001	GC-01; GC-02; GC-03
Remy, Casey Jo	O0001	GC-01; GC-02; GC-03
Renard, Mary	O0001	GC-01; GC-02; GC-03
Rendigs, Richard and Kim	O0001	GC-01; GC-02; GC-03
Renner, Cate	O0001	GC-01; GC-02; GC-03
Renner, Jeff	O0001	GC-01; GC-02; GC-03
Renner, Thomas	O0001	GC-01; GC-02; GC-03
Renta, Anne	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Renwick, Elizabeth</i>	O0001	GC-01; GC-02; GC-03
<i>Repak, Peter</i>	O0001	GC-01; GC-02; GC-03
<i>Reser, Katherine</i>	O0001	GC-01; GC-02; GC-03
<i>Resh, Brian</i>	O0001	GC-01; GC-02; GC-03
<i>Resor, Pam</i>	O0001	GC-01; GC-02; GC-03
<i>Ress, Richard</i>	O0001	GC-01; GC-02; GC-03
<i>Ress, Tom</i>	O0001	GC-01; GC-02; GC-03
<i>Rettenmair, Anne</i>	O0001	GC-01; GC-02; GC-03
<i>Rettig, William</i>	O0001	GC-01; GC-02; GC-03
<i>Reuben, Alanna</i>	O0001	GC-01; GC-02; GC-03
<i>Revesz, Bruce</i>	O0001	GC-01; GC-02; GC-03
<i>Rewinkel, Amanda</i>	O0001	GC-01; GC-02; GC-03
<i>Rex, Eli</i>	O0001	GC-01; GC-02; GC-03
<i>Rey, Martin</i>	O0001	GC-01; GC-02; GC-03
<i>Reycraft, Anna</i>	O0001	GC-01; GC-02; GC-03
<i>Reyes, Lisa</i>	O0001	GC-01; GC-02; GC-03
<i>Reynolds, Benjamin</i>	O0001	GC-01; GC-02; GC-03
<i>Reynolds, Jeff</i>	O0001	GC-01; GC-02; GC-03
<i>Reynolds, Jessica</i>	O0001	GC-01; GC-02; GC-03
<i>Reynolds, Michele</i>	O0001	GC-01; GC-02; GC-03
<i>Reynolds, Roberta</i>	O0001	GC-01; GC-02; GC-03
<i>Reynolds, Catherine</i>	O0001	GC-01; GC-02; GC-03
<i>Reynolds, James</i>	O0001	GC-01; GC-02; GC-03
<i>Reynolds, Jeffrey</i>	O0001	GC-01; GC-02; GC-03
<i>Reynolds, Linda</i>	O0001	GC-01; GC-02; GC-03
<i>Reynolds, Lisamay</i>	O0001	GC-01; GC-02; GC-03
<i>Reynolds, Lloyd</i>	O0001	GC-01; GC-02; GC-03
<i>Reynolds, Rebecca</i>	O0001	GC-01; GC-02; GC-03
<i>Reynolds, Ronda</i>	O0001	GC-01; GC-02; GC-03
<i>Reznicek, Eileen</i>	O0001	GC-01; GC-02; GC-03
<i>Rhangos, Eleanor</i>	O0001	GC-01; GC-02; GC-03
<i>Rhein, Sandy</i>	O0001	GC-01; GC-02; GC-03
<i>Rhines, Kenneth</i>	O0001	GC-01; GC-02; GC-03
<i>Rhodes, Janet</i>	O0001	GC-01; GC-02; GC-03
<i>Rhodes, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Ricci, Gail</i>	O0001	GC-01; GC-02; GC-03
<i>Ricci, Lynn</i>	O0001	GC-01; GC-02; GC-03
<i>Ricciardi, Anthony</i>	O0001	GC-01; GC-02; GC-03
<i>Rice, Gina</i>	O0001	GC-01; GC-02; GC-03
<i>Rice, Donna</i>	O0001	GC-01; GC-02; GC-03
<i>Rice, Vicki</i>	O0001	GC-01; GC-02; GC-03
<i>Richard, Jennifer</i>	O0001	GC-01; GC-02; GC-03
<i>Richard, Laree</i>	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Richards, Amanda	O0001	GC-01; GC-02; GC-03
Richards, Deborah	O0001	GC-01; GC-02; GC-03
Richards, Montie	O0001	GC-01; GC-02; GC-03
Richards, William	O0001	GC-01; GC-02; GC-03
Richardson, Caroline	O0001	GC-01; GC-02; GC-03
Richardson, Leslie	O0001	GC-01; GC-02; GC-03
Richardson, Carole	O0001	GC-01; GC-02; GC-03
Richardson, Virginia	O0001	GC-01; GC-02; GC-03
Richbart, Laura	O0001	GC-01; GC-02; GC-03
Richey, Elizabeth	O0001	GC-01; GC-02; GC-03
Richey, Sherry	O0001	GC-01; GC-02; GC-03
Richie, Lauren	O0001	GC-01; GC-02; GC-03
Richman, Kate	O0001	GC-01; GC-02; GC-03
Richmond, Chey	O0001	GC-01; GC-02; GC-03
Richmond, Laura	O0001	GC-01; GC-02; GC-03
Richner, Claudia	O0001	GC-01; GC-02; GC-03
Rickels, Katherine	O0001	GC-01; GC-02; GC-03
Ricketson, Martina	O0001	GC-01; GC-02; GC-03
Ricketts, Carolyn	O0001	GC-01; GC-02; GC-03
Ricks, Sydney	O0001	GC-01; GC-02; GC-03
Ridder, Lynette	O0001	GC-01; GC-02; GC-03
Riddle, Cameron	O0001	GC-01; GC-02; GC-03
Rideout, Carol	O0001	GC-01; GC-02; GC-03
Rider, Dara	O0001	GC-01; GC-02; GC-03
Ridgway, Kathi	O0001	GC-01; GC-02; GC-03
Ridgway, Christine	O0001	GC-01; GC-02; GC-03
Rieff, Lynne	O0001	GC-01; GC-02; GC-03
Rieley, Karen	O0001	GC-01; GC-02; GC-03
Rier, Jennifer	O0001	GC-01; GC-02; GC-03
Ries, Paul	O0001	GC-01; GC-02; GC-03
Rietzel, Marilyn	O0001	GC-01; GC-02; GC-03
Rigo, Jerri	O0001	GC-01; GC-02; GC-03
Riley, Deirdre	O0001	GC-01; GC-02; GC-03
Riley, Kelly	O0001	GC-01; GC-02; GC-03
Rim, Alice	O0001	GC-01; GC-02; GC-03
Rimmer, Marilyn Jane	O0001	GC-01; GC-02; GC-03
Rinaldi, Julia	O0001	GC-01; GC-02; GC-03
Ring, Susan	O0001	GC-01; GC-02; GC-03
Ringe, Axel	O0001	GC-01; GC-02; GC-03
Ringgaard, Line	O0001	GC-01; GC-02; GC-03
Ringle, David	O0001	GC-01; GC-02; GC-03
Ripp, Rudolph	O0001	GC-01; GC-02; GC-03
Rippberger, Ada	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Ripplinger, Christina	O0001	GC-01; GC-02; GC-03
Rischel, Denise	O0001	GC-01; GC-02; GC-03
Riss, Kathryn	O0001	GC-01; GC-02; GC-03
Risser, Renee	O0001	GC-01; GC-02; GC-03
Risso, Patricia	O0001	GC-01; GC-02; GC-03
Ritchie, Alexa	O0001	GC-01; GC-02; GC-03
Riti, Christopher	O0001	GC-01; GC-02; GC-03
Ritter, Dave	O0001	GC-01; GC-02; GC-03
Ritter, Patricia	O0001	GC-01; GC-02; GC-03
Ritter, Philip	O0001	GC-01; GC-02; GC-03
Rivas, Shirley	O0001	GC-01; GC-02; GC-03
Rivera, Philly	O0001	GC-01; GC-02; GC-03
Rivera, Heidi	O0001	GC-01; GC-02; GC-03
Rivera, Javier	O0001	GC-01; GC-02; GC-03
Rivera-Veve, Irma	O0001	GC-01; GC-02; GC-03
Rivers, Margaret	O0001	GC-01; GC-02; GC-03
Rizzo, Barbara	O0001	GC-01; GC-02; GC-03
Roach, Bob	O0001	GC-01; GC-02; GC-03
Roach, Teresa	O0001	GC-01; GC-02; GC-03
Roache, Joel	O0001	GC-01; GC-02; GC-03
Robbins, Harry	O0001	GC-01; GC-02; GC-03
Robbins, Melinda	O0001	GC-01; GC-02; GC-03
Roberson, Rick	O0001	GC-01; GC-02; GC-03
Roberson, Pat	O0001	GC-01; GC-02; GC-03
Roberto, Robert	O0001	GC-01; GC-02; GC-03
Roberts, Chuck	O0001	GC-01; GC-02; GC-03
Roberts, Elizabeth	O0001	GC-01; GC-02; GC-03
Roberts, Gary	O0001	GC-01; GC-02; GC-03
Roberts, Jean	O0001	GC-01; GC-02; GC-03
Roberts, Jeanne	O0001	GC-01; GC-02; GC-03
Roberts, Jeremy	O0001	GC-01; GC-02; GC-03
Roberts, Amy	O0001	GC-01; GC-02; GC-03
Roberts, Anne	O0001	GC-01; GC-02; GC-03
Roberts, Michele	O0001	GC-01; GC-02; GC-03
Robertshaw, K.	O0001	GC-01; GC-02; GC-03
Robertson, James	O0001	GC-01; GC-02; GC-03
Robertson, Julie	O0001	GC-01; GC-02; GC-03
Robertson, Robby	O0001	GC-01; GC-02; GC-03
Robertson, Kathryn	O0001	GC-01; GC-02; GC-03
Robinson, Aaron	O0001	GC-01; GC-02; GC-03
Robinson, Carol	O0001	GC-01; GC-02; GC-03
Robinson, Donna	O0001	GC-01; GC-02; GC-03
Robinson, John	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Robinson, Joyce	O0001	GC-01; GC-02; GC-03
Robinson, Richard	O0001	GC-01; GC-02; GC-03
Robinson, Saliane	O0001	GC-01; GC-02; GC-03
Robinson, Dameta	O0001	GC-01; GC-02; GC-03
Robinson, Darlene	O0001	GC-01; GC-02; GC-03
Robinson, Eileen	O0001	GC-01; GC-02; GC-03
Robinson, Ellen	O0001	GC-01; GC-02; GC-03
Robinson, Janet	O0001	GC-01; GC-02; GC-03
Robinson, Jerily	O0001	GC-01; GC-02; GC-03
Robinson, Mick	O0001	GC-01; GC-02; GC-03
Robinson, Nancy	O0001	GC-01; GC-02; GC-03
Robinson, Patricia	O0001	GC-01; GC-02; GC-03
Robinson, Reed	O0001	GC-01; GC-02; GC-03
Robison, Anne	O0001	GC-01; GC-02; GC-03
Robison, Cheryl	O0001	GC-01; GC-02; GC-03
Robles, Fernando	O0001	GC-01; GC-02; GC-03
Robles, Mariangel	O0001	GC-01; GC-02; GC-03
Robnett, Christie	O0001	GC-01; GC-02; GC-03
Robson, Ella	O0001	GC-01; GC-02; GC-03
Robson, Eric	O0001	GC-01; GC-02; GC-03
Rocco, Arline	O0001	GC-01; GC-02; GC-03
Rocco, Evelyn	O0001	GC-01; GC-02; GC-03
Rocha, Maria	O0001	GC-01; GC-02; GC-03
Roche, Clinton	O0001	GC-01; GC-02; GC-03
Roche, John	O0001	GC-01; GC-02; GC-03
Roche, Peter	O0001	GC-01; GC-02; GC-03
Roche, Robert J.	O0001	GC-01; GC-02; GC-03
Rocheleau, Jessica	O0001	GC-01; GC-02; GC-03
Roch-Levecq, Anne-Catherine	O0001	GC-01; GC-02; GC-03
Rocks, Brent	O0001	GC-01; GC-02; GC-03
Rockstad, Corinne	O0001	GC-01; GC-02; GC-03
Rodar, Jodi	O0001	GC-01; GC-02; GC-03
Rodbell, Heather	O0001	GC-01; GC-02; GC-03
Roddvik, Donna	O0001	GC-01; GC-02; GC-03
Rodgers, Camie	O0001	GC-01; GC-02; GC-03
Rodgers, Carol	O0001	GC-01; GC-02; GC-03
Rodriguez, Jinda	O0001	GC-01; GC-02; GC-03
Rodriguez, Louie	O0001	GC-01; GC-02; GC-03
Rodriguez, Arturo	O0001	GC-01; GC-02; GC-03
Rodriguez, Jamille	O0001	GC-01; GC-02; GC-03
Rodriguez, Jean	O0001	GC-01; GC-02; GC-03
Rodriguez, Jennifer	O0001	GC-01; GC-02; GC-03
Rodriguez, Joanne Talbert	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Rodriguez, Laura	O0001	GC-01; GC-02; GC-03
Rodriguez, Refugia	O0001	GC-01; GC-02; GC-03
Roe, Christina	O0001	GC-01; GC-02; GC-03
Roedel, Julie	O0001	GC-01; GC-02; GC-03
Roeder, Al	O0001	GC-01; GC-02; GC-03
Roegner, Debby	O0001	GC-01; GC-02; GC-03
Roemer, Bonnie	O0001	GC-01; GC-02; GC-03
Roemer, Nancy	O0001	GC-01; GC-02; GC-03
Roeske, Peggy	O0001	GC-01; GC-02; GC-03
Rogan, Robert	O0001	GC-01; GC-02; GC-03
Rogers, Buff	O0001	GC-01; GC-02; GC-03
Rogers, Dennis	O0001	GC-01; GC-02; GC-03
Rogers, Meryl	O0001	GC-01; GC-02; GC-03
Rogers, Pam	O0001	GC-01; GC-02; GC-03
Rogers, Danny	O0001	GC-01; GC-02; GC-03
Rogers, Deborah	O0001	GC-01; GC-02; GC-03
Rogers, Juliann	O0001	GC-01; GC-02; GC-03
Rogers, Martha	O0001	GC-01; GC-02; GC-03
Rogers, Maureen	O0001	GC-01; GC-02; GC-03
Rohde, Christine	O0001	GC-01; GC-02; GC-03
Rohmer, Stephanie	O0001	GC-01; GC-02; GC-03
Rohrbaugh, Stacey	O0001	GC-01; GC-02; GC-03
Roland, Kim	O0001	GC-01; GC-02; GC-03
Rolbeck, Kathi	O0001	GC-01; GC-02; GC-03
Roles, Patricia	O0001	GC-01; GC-02; GC-03
Rolland, Seth	O0001	GC-01; GC-02; GC-03
Rollins, Jessica	O0001	GC-01; GC-02; GC-03
Rollison, Sheri	O0001	GC-01; GC-02; GC-03
Rolnitzky, Aron	O0001	GC-01; GC-02; GC-03
Rolofson, Tom	O0001	GC-01; GC-02; GC-03
Romaine, Caridad	O0001	GC-01; GC-02; GC-03
Roman, Carmen	O0001	GC-01; GC-02; GC-03
Romanet, Dorothy	O0001	GC-01; GC-02; GC-03
Romanyshyn, Christina	O0001	GC-01; GC-02; GC-03
Rome, Abigail	O0001	GC-01; GC-02; GC-03
Romero, Lucio	O0001	GC-01; GC-02; GC-03
Romero, Veronica	O0001	GC-01; GC-02; GC-03
Romig, Mark	O0001	GC-01; GC-02; GC-03
Romine, Janet	O0001	GC-01; GC-02; GC-03
Romito, Alexandra	O0001	GC-01; GC-02; GC-03
Romppanen, Christa	O0001	GC-01; GC-02; GC-03
Rompre, Howard	O0001	GC-01; GC-02; GC-03
Rooks, Alyssa	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Rooney-Katsma, Lynne</i>	00001	GC-01; GC-02; GC-03
<i>Root, John</i>	00001	GC-01; GC-02; GC-03
<i>Root, Nancy</i>	00001	GC-01; GC-02; GC-03
<i>Root, Jessie</i>	00001	GC-01; GC-02; GC-03
<i>Rooze, Tom</i>	00001	GC-01; GC-02; GC-03
<i>Ropicki, James</i>	00001	GC-01; GC-02; GC-03
<i>Roquemore, Priscilla</i>	00001	GC-01; GC-02; GC-03
<i>Rosales, Nancy</i>	00001	GC-01; GC-02; GC-03
<i>Rosa-Re, Samantha</i>	00001	GC-01; GC-02; GC-03
<i>Rosas, Greg</i>	00001	GC-01; GC-02; GC-03
<i>Rose, Kenneth</i>	00001	GC-01; GC-02; GC-03
<i>Rose, Pat</i>	00001	GC-01; GC-02; GC-03
<i>Rose, Erica</i>	00001	GC-01; GC-02; GC-03
<i>Rose, Jay</i>	00001	GC-01; GC-02; GC-03
<i>Rose, John</i>	00001	GC-01; GC-02; GC-03
<i>Rose, Rachel</i>	00001	GC-01; GC-02; GC-03
<i>Rose, Rebecca</i>	00001	GC-01; GC-02; GC-03
<i>Roseberry, Bill</i>	00001	GC-01; GC-02; GC-03
<i>Rose-Fortmueller, Laura</i>	00001	GC-01; GC-02; GC-03
<i>Rose-Jones, Olga</i>	00001	GC-01; GC-02; GC-03
<i>Rosen, Helene</i>	00001	GC-01; GC-02; GC-03
<i>Rosen, Bryan</i>	00001	GC-01; GC-02; GC-03
<i>Rosenberg, G.J.</i>	00001	GC-01; GC-02; GC-03
<i>Rosenberg, Steven</i>	00001	GC-01; GC-02; GC-03
<i>Rosenblatt, Joel</i>	00001	GC-01; GC-02; GC-03
<i>Rosenblum, Stephen</i>	00001	GC-01; GC-02; GC-03
<i>Rosene, Juanita</i>	00001	GC-01; GC-02; GC-03
<i>Rosenfeld, David</i>	00001	GC-01; GC-02; GC-03
<i>Rosenfeld, Lynn</i>	00001	GC-01; GC-02; GC-03
<i>Rosenqvist, Kristin</i>	00001	GC-01; GC-02; GC-03
<i>Rosenthal, Elizabeth</i>	00001	GC-01; GC-02; GC-03
<i>Rosin, Berte</i>	00001	GC-01; GC-02; GC-03
<i>Roske, Adam</i>	00001	GC-01; GC-02; GC-03
<i>Ross, Jean</i>	00001	GC-01; GC-02; GC-03
<i>Ross, Ken</i>	00001	GC-01; GC-02; GC-03
<i>Ross, Maria</i>	00001	GC-01; GC-02; GC-03
<i>Ross, Blanca Luz</i>	00001	GC-01; GC-02; GC-03
<i>Ross, Catherine</i>	00001	GC-01; GC-02; GC-03
<i>Ross, Jessica</i>	00001	GC-01; GC-02; GC-03
<i>Ross, Michael</i>	00001	GC-01; GC-02; GC-03
<i>Rossi, Patricia</i>	00001	GC-01; GC-02; GC-03
<i>Rossi, Greta</i>	00001	GC-01; GC-02; GC-03
<i>Rosso, Brit</i>	00001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Rostad, Rachel	O0001	GC-01; GC-02; GC-03
Rostamian, Maryam	O0001	GC-01; GC-02; GC-03
Roth, Dane R.	O0001	GC-01; GC-02; GC-03
Roth, Donna	O0001	GC-01; GC-02; GC-03
Roth, Jerome	O0001	GC-01; GC-02; GC-03
Roth, Lu	O0001	GC-01; GC-02; GC-03
Rothbell, Carol	O0001	GC-01; GC-02; GC-03
Rothe, Sharon	O0001	GC-01; GC-02; GC-03
Rothman, Diana	O0001	GC-01; GC-02; GC-03
Rothstein, Richard	O0001	GC-01; GC-02; GC-03
Rottmayer, Thomas	O0001	GC-01; GC-02; GC-03
Roulston-Doty, Suzanne	O0001	GC-01; GC-02; GC-03
Rourke, Joyce	O0001	GC-01; GC-02; GC-03
Rousey, Nevada	O0001	GC-01; GC-02; GC-03
Roussel, Jamie	O0001	GC-01; GC-02; GC-03
Rove, Frances	O0001	GC-01; GC-02; GC-03
Roverud, Susan	O0001	GC-01; GC-02; GC-03
Rowe, William	O0001	GC-01; GC-02; GC-03
Rowe, Jeff	O0001	GC-01; GC-02; GC-03
Rowedrake, Helen	O0001	GC-01; GC-02; GC-03
Rowell, Edward	O0001	GC-01; GC-02; GC-03
Rowell, Tommy	O0001	GC-01; GC-02; GC-03
Rowinski, Wojciech	O0001	GC-01; GC-02; GC-03
Rowland, Jason	O0001	GC-01; GC-02; GC-03
Rowsell, Tina	O0001	GC-01; GC-02; GC-03
Roy, Joe	O0001	GC-01; GC-02; GC-03
Roy, Judith	O0001	GC-01; GC-02; GC-03
Royal, Barbara	O0001	GC-01; GC-02; GC-03
Royer, Allen	O0001	GC-01; GC-02; GC-03
Rozell, Vickie	O0001	GC-01; GC-02; GC-03
Rozner, Tom	O0001	GC-01; GC-02; GC-03
Rubin, Stuart	O0001	GC-01; GC-02; GC-03
Rubino, Karen	O0001	GC-01; GC-02; GC-03
Rubino, Vince	O0001	GC-01; GC-02; GC-03
Ruby, Constance	O0001	GC-01; GC-02; GC-03
Ruby, Dennis	O0001	GC-01; GC-02; GC-03
Ruby, Theresa	O0001	GC-01; GC-02; GC-03
Ruckdaeschel, Sandra	O0001	GC-01; GC-02; GC-03
Ruckman, Heather	O0001	GC-01; GC-02; GC-03
Rudan, Alan	O0001	GC-01; GC-02; GC-03
Rudich, Hazel	O0001	GC-01; GC-02; GC-03
Rudolph, Katharine	O0001	GC-01; GC-02; GC-03
Rudolph, Linda	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Rue, Carol	O0001	GC-01; GC-02; GC-03
Ruebner, Cheryl	O0001	GC-01; GC-02; GC-03
Rueckel, James	O0001	GC-01; GC-02; GC-03
Ruge, Patricia	O0001	GC-01; GC-02; GC-03
Ruggles, Derya	O0001	GC-01; GC-02; GC-03
Ruiz, Diane	O0001	GC-01; GC-02; GC-03
Ruiz, George	O0001	GC-01; GC-02; GC-03
Ruland, Kate	O0001	GC-01; GC-02; GC-03
Rull, Anna	O0001	GC-01; GC-02; GC-03
Rundstrom, Susan	O0001	GC-01; GC-02; GC-03
Runion, Paul	O0001	GC-01; GC-02; GC-03
Ruppel, Christie	O0001	GC-01; GC-02; GC-03
Rushing, Dora	O0001	GC-01; GC-02; GC-03
Rushing, Melanie	O0001	GC-01; GC-02; GC-03
Russell, Autumn-Ray	O0001	GC-01; GC-02; GC-03
Russell, Robert W.	O0001	GC-01; GC-02; GC-03
Russell, Ann	O0001	GC-01; GC-02; GC-03
Russell, Donna	O0001	GC-01; GC-02; GC-03
Russell, Harry	O0001	GC-01; GC-02; GC-03
Russell, Sheryl	O0001	GC-01; GC-02; GC-03
Russell, Sibrina	O0001	GC-01; GC-02; GC-03
Russo, Jay	O0001	GC-01; GC-02; GC-03
Russo, Samantha	O0001	GC-01; GC-02; GC-03
Ruth, Jeanne	O0001	GC-01; GC-02; GC-03
Rutherford, Helen	O0001	GC-01; GC-02; GC-03
Rutkowski, Robert	O0001	GC-01; GC-02; GC-03
Rutledge, Constance	O0001	GC-01; GC-02; GC-03
RVT McDonald, Erin	O0001	GC-01; GC-02; GC-03
Ryan, Caroline	O0001	GC-01; GC-02; GC-03
Ryan, Emmet	O0001	GC-01; GC-02; GC-03
Ryan, Elizabeth	O0001	GC-01; GC-02; GC-03
Ryan, George	O0001	GC-01; GC-02; GC-03
Ryan, Holley	O0001	GC-01; GC-02; GC-03
Ryan, Marie	O0001	GC-01; GC-02; GC-03
Ryan, Terrance	O0001	GC-01; GC-02; GC-03
Ryan, Thomas	O0001	GC-01; GC-02; GC-03
Ryburn, Charles	O0001	GC-01; GC-02; GC-03
Ryder, Judy	O0001	GC-01; GC-02; GC-03
Ryerson, William	O0001	GC-01; GC-02; GC-03
Ryle, Kevin	O0001	GC-01; GC-02; GC-03
Rynaski, Helen	O0001	GC-01; GC-02; GC-03
Rynearson, Mark	O0001	GC-01; GC-02; GC-03
Rynes, Michael	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Rysavy, Robin	O0001	GC-01; GC-02; GC-03
S., Adrienne	O0001	GC-01; GC-02; GC-03
S., Jennifer	O0001	GC-01; GC-02; GC-03
S., Ron	O0001	GC-01; GC-02; GC-03
S.A.	O0001	GC-01; GC-02; GC-03
S.B.	O0001	GC-01; GC-02; GC-03
S.G.	O0001	GC-01; GC-02; GC-03
S.R.	O0001	GC-01; GC-02; GC-03
Sa'An, La'Ne	O0001	GC-01; GC-02; GC-03
Saarinen, Tamara	O0001	GC-01; GC-02; GC-03
Sabia, Briana	O0001	GC-01; GC-02; GC-03
Sabiers, Ruth	O0001	GC-01; GC-02; GC-03
Sabinson, Mara	O0001	GC-01; GC-02; GC-03
Sable, Rosalie	O0001	GC-01; GC-02; GC-03
Sacco, Alexandria	O0001	GC-01; GC-02; GC-03
Sacho, Rafael	O0001	GC-01; GC-02; GC-03
Sacks, Rebecca	O0001	GC-01; GC-02; GC-03
Sadler, Mark	O0001	GC-01; GC-02; GC-03
Sadoux, Marc	O0001	GC-01; GC-02; GC-03
Sadowskas, Bonnie	O0001	GC-01; GC-02; GC-03
Sadowskas, Bruce	O0001	GC-01; GC-02; GC-03
Sadrieh, Max	O0001	GC-01; GC-02; GC-03
Saeger, Judy	O0001	GC-01; GC-02; GC-03
Sahara, Darlyne	O0001	GC-01; GC-02; GC-03
Saja, Jean	O0001	GC-01; GC-02; GC-03
Sakiyama, Cathryn	O0001	GC-01; GC-02; GC-03
Salazar, Francisco J.	O0001	GC-01; GC-02; GC-03
Salazar, Jose	O0001	GC-01; GC-02; GC-03
Salem-McCarthy, Barbara	O0001	GC-01; GC-02; GC-03
Salerno, Bailey	O0001	GC-01; GC-02; GC-03
Salih, Sharon	O0001	GC-01; GC-02; GC-03
Sallee, Stephanie	O0001	GC-01; GC-02; GC-03
Salomone, Michael	O0001	GC-01; GC-02; GC-03
Salt, Max	O0001	GC-01; GC-02; GC-03
Salta, Gilda	O0001	GC-01; GC-02; GC-03
Saltalamacchia, Lisa	O0001	GC-01; GC-02; GC-03
Salter, Edmund	O0001	GC-01; GC-02; GC-03
Saluga, Micheline	O0001	GC-01; GC-02; GC-03
Salvner, Amanda	O0001	GC-01; GC-02; GC-03
Salyer, June	O0001	GC-01; GC-02; GC-03
Samartano, Jennifer	O0001	GC-01; GC-02; GC-03
Sambuchino, Madeline	O0001	GC-01; GC-02; GC-03
Samper, Sandy	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Sampson, Katherine	O0001	GC-01; GC-02; GC-03
Sampson, Maurine	O0001	GC-01; GC-02; GC-03
Samuelson, Georgeanne	O0001	GC-01; GC-02; GC-03
Sanabrais, Mari Jose Rábago	O0001	GC-01; GC-02; GC-03
Sanchez, David	O0001	GC-01; GC-02; GC-03
Sandaker, Tami	O0001	GC-01; GC-02; GC-03
Sanders, Brenda	O0001	GC-01; GC-02; GC-03
Sanders, Deborah	O0001	GC-01; GC-02; GC-03
Sanders, Neil	O0001	GC-01; GC-02; GC-03
Sanders, William	O0001	GC-01; GC-02; GC-03
Sanders, Beth	O0001	GC-01; GC-02; GC-03
Sanders, Jane	O0001	GC-01; GC-02; GC-03
Sandritter, Ann	O0001	GC-01; GC-02; GC-03
Sanford, Ken	O0001	GC-01; GC-02; GC-03
Sangesland, Mona	O0001	GC-01; GC-02; GC-03
Sangster, Carol	O0001	GC-01; GC-02; GC-03
Sansone, Ellen	O0001	GC-01; GC-02; GC-03
Santi, Harry	O0001	GC-01; GC-02; GC-03
Santiago Jr., Raymond	O0001	GC-01; GC-02; GC-03
Santiago, Wilfredo	O0001	GC-01; GC-02; GC-03
Santitoro, Sophia	O0001	GC-01; GC-02; GC-03
Santopietro, Dawne	O0001	GC-01; GC-02; GC-03
Santora, Mark	O0001	GC-01; GC-02; GC-03
Saphier, Nancy	O0001	GC-01; GC-02; GC-03
Saporiti, Claudia	O0001	GC-01; GC-02; GC-03
Saran, Harvinderjit	O0001	GC-01; GC-02; GC-03
Saravanja, Natasha	O0001	GC-01; GC-02; GC-03
Sarchett, Wayne	O0001	GC-01; GC-02; GC-03
Sardina, Evelyn	O0001	GC-01; GC-02; GC-03
Sardineer, Ann Marie	O0001	GC-01; GC-02; GC-03
Sargeant, Heather	O0001	GC-01; GC-02; GC-03
Sargent, Pam	O0001	GC-01; GC-02; GC-03
Sargent, Robert	O0001	GC-01; GC-02; GC-03
Sargis, Susan	O0001	GC-01; GC-02; GC-03
Sarver, Michael	O0001	GC-01; GC-02; GC-03
Saslow, Rondi	O0001	GC-01; GC-02; GC-03
Sater, Frederic	O0001	GC-01; GC-02; GC-03
Saucedo, Angelina	O0001	GC-01; GC-02; GC-03
Sauerman, Jacqueline	O0001	GC-01; GC-02; GC-03
Saulsgiver, Priscilla	O0001	GC-01; GC-02; GC-03
Saum, Karen	O0001	GC-01; GC-02; GC-03
Saunders, Andrea	O0001	GC-01; GC-02; GC-03
Saunders, Britton	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Saunders, Melissa	O0001	GC-01; GC-02; GC-03
Saupp, Janet	O0001	GC-01; GC-02; GC-03
Sauro, Sharon	O0001	GC-01; GC-02; GC-03
Sauvageall, Paul	O0001	GC-01; GC-02; GC-03
Savage, Carolyn	O0001	GC-01; GC-02; GC-03
Savary, Carol	O0001	GC-01; GC-02; GC-03
Saving-Sherman, Kimberly	O0001	GC-01; GC-02; GC-03
Savino, Heather	O0001	GC-01; GC-02; GC-03
Savoy, Lauret	O0001	GC-01; GC-02; GC-03
Sawicki, E.	O0001	GC-01; GC-02; GC-03
Sawyer, Michael	O0001	GC-01; GC-02; GC-03
Saxon, Pat	O0001	GC-01; GC-02; GC-03
Saxon, Diana	O0001	GC-01; GC-02; GC-03
Saxonmeyer, Tiffany	O0001	GC-01; GC-02; GC-03
Sayas, Herbert	O0001	GC-01; GC-02; GC-03
Sayer, Stanley	O0001	GC-01; GC-02; GC-03
Sayers, Marrick	O0001	GC-01; GC-02; GC-03
Sayle, Suzy	O0001	GC-01; GC-02; GC-03
Sayler, Mary	O0001	GC-01; GC-02; GC-03
Sayre, James	O0001	GC-01; GC-02; GC-03
Sayre, Jean	O0001	GC-01; GC-02; GC-03
Sayre, Peter	O0001	GC-01; GC-02; GC-03
Scarborough, Marilyn	O0001	GC-01; GC-02; GC-03
Scarborough, Shirley	O0001	GC-01; GC-02; GC-03
Scarcello, Paul	O0001	GC-01; GC-02; GC-03
Scarlatea, Rachel	O0001	GC-01; GC-02; GC-03
Scaroni, Lysadawn	O0001	GC-01; GC-02; GC-03
Scena, Marian	O0001	GC-01; GC-02; GC-03
Schaack, Jerome	O0001	GC-01; GC-02; GC-03
Schacht, Mike	O0001	GC-01; GC-02; GC-03
Schade, Corey	O0001	GC-01; GC-02; GC-03
Schaefer, Robert	O0001	GC-01; GC-02; GC-03
Schaefer, Sarah	O0001	GC-01; GC-02; GC-03
Schaeffer, Kyra	O0001	GC-01; GC-02; GC-03
Schaem, Suzanne	O0001	GC-01; GC-02; GC-03
Schafer, Amanda	O0001	GC-01; GC-02; GC-03
Schafer, Cassandra	O0001	GC-01; GC-02; GC-03
Schafer, Helen	O0001	GC-01; GC-02; GC-03
Schaffer, Carol	O0001	GC-01; GC-02; GC-03
Schaller, A.O.	O0001	GC-01; GC-02; GC-03
Scharin, Lisa	O0001	GC-01; GC-02; GC-03
Schefter, Ken	O0001	GC-01; GC-02; GC-03
Scheifele, Edna	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Schell, Amanda	O0001	GC-01; GC-02; GC-03
Schemer, Gwenn	O0001	GC-01; GC-02; GC-03
Schenck, Judith	O0001	GC-01; GC-02; GC-03
Schenkein, J.	O0001	GC-01; GC-02; GC-03
Scherer, Cynthia	O0001	GC-01; GC-02; GC-03
Scherry, Laura	O0001	GC-01; GC-02; GC-03
Scheu, Ivan	O0001	GC-01; GC-02; GC-03
Schiffelbian, Alexander	O0001	GC-01; GC-02; GC-03
Schild, Darvin	O0001	GC-01; GC-02; GC-03
Schilg, Ursula	O0001	GC-01; GC-02; GC-03
Schilling, Judy	O0001	GC-01; GC-02; GC-03
Schippert, Lizzi	O0001	GC-01; GC-02; GC-03
Schlabach, Marie	O0001	GC-01; GC-02; GC-03
Schlamp, Steven	O0001	GC-01; GC-02; GC-03
Schlecker, Rose	O0001	GC-01; GC-02; GC-03
Schlemel, Pierre	O0001	GC-01; GC-02; GC-03
Schlesinger, Ronald	O0001	GC-01; GC-02; GC-03
Schlessinger, Susan	O0001	GC-01; GC-02; GC-03
Schlichte, Melissa	O0001	GC-01; GC-02; GC-03
Schlichter, Heather	O0001	GC-01; GC-02; GC-03
Schlinder, Debbie	O0001	GC-01; GC-02; GC-03
Schlotfeldt, Kelli	O0001	GC-01; GC-02; GC-03
Schmaltz, Mikhayla	O0001	GC-01; GC-02; GC-03
Schmaus, Michael	O0001	GC-01; GC-02; GC-03
Schmidt, Cara	O0001	GC-01; GC-02; GC-03
Schmidt, Eric	O0001	GC-01; GC-02; GC-03
Schmidt, Kimberly	O0001	GC-01; GC-02; GC-03
Schmidt, Ron	O0001	GC-01; GC-02; GC-03
Schmidt, Roger	O0001	GC-01; GC-02; GC-03
Schmidt, Steve	O0001	GC-01; GC-02; GC-03
Schmidt, Susan	O0001	GC-01; GC-02; GC-03
Schmidt, William	O0001	GC-01; GC-02; GC-03
Schmitt, April	O0001	GC-01; GC-02; GC-03
Schmittauer, John	O0001	GC-01; GC-02; GC-03
Schmitter, Marilyn	O0001	GC-01; GC-02; GC-03
Schmotzer, Mary	O0001	GC-01; GC-02; GC-03
Schmotzer, Michael	O0001	GC-01; GC-02; GC-03
Schnee, Jane	O0001	GC-01; GC-02; GC-03
Schneider, Edward	O0001	GC-01; GC-02; GC-03
Schneider, N.	O0001	GC-01; GC-02; GC-03
Schneider, Dan	O0001	GC-01; GC-02; GC-03
Schneider, Daniel	O0001	GC-01; GC-02; GC-03
Schneider, Danielle	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Schneider, Deana	O0001	GC-01; GC-02; GC-03
Schneider, George	O0001	GC-01; GC-02; GC-03
Schneider, John	O0001	GC-01; GC-02; GC-03
Schneller, Douglas	O0001	GC-01; GC-02; GC-03
Schoedler, Randolph	O0001	GC-01; GC-02; GC-03
Schoenbachler, Lisa	O0001	GC-01; GC-02; GC-03
Schoenfield, Rick	O0001	GC-01; GC-02; GC-03
Schoenhofer, Robert	O0001	GC-01; GC-02; GC-03
Schoenwetter, Barry	O0001	GC-01; GC-02; GC-03
Scholl, Barbara	O0001	GC-01; GC-02; GC-03
Scholl, Chris	O0001	GC-01; GC-02; GC-03
Scholtz, Barbara	O0001	GC-01; GC-02; GC-03
Scholz, Denise	O0001	GC-01; GC-02; GC-03
Schonlau, Susan	O0001	GC-01; GC-02; GC-03
Schorr, Marion	O0001	GC-01; GC-02; GC-03
Schott, Joe	O0001	GC-01; GC-02; GC-03
Schrader, Stacy	O0001	GC-01; GC-02; GC-03
Schraeder, Heather	O0001	GC-01; GC-02; GC-03
Schreiber, Edward	O0001	GC-01; GC-02; GC-03
Schreier, Saul	O0001	GC-01; GC-02; GC-03
Schriber, Maureen	O0001	GC-01; GC-02; GC-03
Schroeder, Briana	O0001	GC-01; GC-02; GC-03
Schroeder, James	O0001	GC-01; GC-02; GC-03
Schropp, Joann	O0001	GC-01; GC-02; GC-03
Schuchard, Susan	O0001	GC-01; GC-02; GC-03
Schuessler, Betty	O0001	GC-01; GC-02; GC-03
Schuessler, Robert	O0001	GC-01; GC-02; GC-03
Schueth, Steve	O0001	GC-01; GC-02; GC-03
Schuhrke, Nancy	O0001	GC-01; GC-02; GC-03
Schulenberg, Margaret	O0001	GC-01; GC-02; GC-03
Schulenurg, Arthur	O0001	GC-01; GC-02; GC-03
Schulte, Whitney	O0001	GC-01; GC-02; GC-03
Schultz, Matthew	O0001	GC-01; GC-02; GC-03
Schultz, Sidney	O0001	GC-01; GC-02; GC-03
Schultz, William	O0001	GC-01; GC-02; GC-03
Schultz, Catherine	O0001	GC-01; GC-02; GC-03
Schultz, Cindy	O0001	GC-01; GC-02; GC-03
Schultz, David	O0001	GC-01; GC-02; GC-03
Schultz, Margaret	O0001	GC-01; GC-02; GC-03
Schultz, Nancy	O0001	GC-01; GC-02; GC-03
Schultz, Peggy	O0001	GC-01; GC-02; GC-03
Schultz, Sharon	O0001	GC-01; GC-02; GC-03
Schultze, Patti	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Schulz, Ellen	O0001	GC-01; GC-02; GC-03
Schulze, Royale	O0001	GC-01; GC-02; GC-03
Schumacher, Amy	O0001	GC-01; GC-02; GC-03
Schuster, Mike	O0001	GC-01; GC-02; GC-03
Schuster, Loree	O0001	GC-01; GC-02; GC-03
Schwab, Frank	O0001	GC-01; GC-02; GC-03
Schwab, Allen	O0001	GC-01; GC-02; GC-03
Schwacke, Eric	O0001	GC-01; GC-02; GC-03
Schwall, Nancy	O0001	GC-01; GC-02; GC-03
Schwartz, David	O0001	GC-01; GC-02; GC-03
Schwartz, Stephen	O0001	GC-01; GC-02; GC-03
Schwartz, Karlene	O0001	GC-01; GC-02; GC-03
Schwartz, Marge	O0001	GC-01; GC-02; GC-03
Schwartz, Shawnda	O0001	GC-01; GC-02; GC-03
Schwarz, Diane	O0001	GC-01; GC-02; GC-03
Schwarze, Richard	O0001	GC-01; GC-02; GC-03
Schwarzlander, Harry and Patricia C.	O0001	GC-01; GC-02; GC-03
Schwegmann, Annette	O0001	GC-01; GC-02; GC-03
Schweitzer, Sheryl	O0001	GC-01; GC-02; GC-03
Schwellinger, Toni	O0001	GC-01; GC-02; GC-03
Schwendemann, Harry	O0001	GC-01; GC-02; GC-03
Schwimmer, Dena	O0001	GC-01; GC-02; GC-03
Schwind, Laura	O0001	GC-01; GC-02; GC-03
Schwing, William	O0001	GC-01; GC-02; GC-03
Sciarrillo, Loisann	O0001	GC-01; GC-02; GC-03
Scibetta, Jen	O0001	GC-01; GC-02; GC-03
Scibetta, Kimberly	O0001	GC-01; GC-02; GC-03
Scigliuto, Joan	O0001	GC-01; GC-02; GC-03
Scoby, Richard G.	O0001	GC-01; GC-02; GC-03
Sconzo, Dorothy	O0001	GC-01; GC-02; GC-03
Scott, Cheryl	O0001	GC-01; GC-02; GC-03
Scott, Robin	O0001	GC-01; GC-02; GC-03
Scott, Walter	O0001	GC-01; GC-02; GC-03
Scott, George	O0001	GC-01; GC-02; GC-03
Scott, Jennifer	O0001	GC-01; GC-02; GC-03
Scott, John	O0001	GC-01; GC-02; GC-03
Scott, Nolen	O0001	GC-01; GC-02; GC-03
Scott, Paul	O0001	GC-01; GC-02; GC-03
Scott, Raeann	O0001	GC-01; GC-02; GC-03
Scotty, Vee	O0001	GC-01; GC-02; GC-03
Scovil, Pam	O0001	GC-01; GC-02; GC-03
Scoville, James	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Scudder, Bonni	O0001	GC-01; GC-02; GC-03
Scully-Clark, Jacqueline	O0001	GC-01; GC-02; GC-03
Seabrook, Cecilia	O0001	GC-01; GC-02; GC-03
Seader, John	O0001	GC-01; GC-02; GC-03
Seager, Michael	O0001	GC-01; GC-02; GC-03
Seaman, Barbara	O0001	GC-01; GC-02; GC-03
Season, Ronald	O0001	GC-01; GC-02; GC-03
Seater, Kim	O0001	GC-01; GC-02; GC-03
Seather, Linda	O0001	GC-01; GC-02; GC-03
Seay, V.	O0001	GC-01; GC-02; GC-03
Sebastian-Lewis, Harley	O0001	GC-01; GC-02; GC-03
Sebree, Michelle	O0001	GC-01; GC-02; GC-03
Seckman, Sally	O0001	GC-01; GC-02; GC-03
Secor, Glenn	O0001	GC-01; GC-02; GC-03
Sedon, Douglas	O0001	GC-01; GC-02; GC-03
Sedy, Alice	O0001	GC-01; GC-02; GC-03
Seegott, Mary	O0001	GC-01; GC-02; GC-03
Seewagen, Jim	O0001	GC-01; GC-02; GC-03
Segura, Tony	O0001	GC-01; GC-02; GC-03
Seiber, Suzanne	O0001	GC-01; GC-02; GC-03
Seidel, John	O0001	GC-01; GC-02; GC-03
Seissian-Purnell, Amanda	O0001	GC-01; GC-02; GC-03
Seith, Mitzi	O0001	GC-01; GC-02; GC-03
Selby, Stephanie	O0001	GC-01; GC-02; GC-03
Seldin, David	O0001	GC-01; GC-02; GC-03
Seldin, Fran	O0001	GC-01; GC-02; GC-03
Seliandin, Steve	O0001	GC-01; GC-02; GC-03
Sell, Christine	O0001	GC-01; GC-02; GC-03
Sellers, Andrew	O0001	GC-01; GC-02; GC-03
Sellers, Robert	O0001	GC-01; GC-02; GC-03
Sellers, Jennifer	O0001	GC-01; GC-02; GC-03
Sellon, Kim	O0001	GC-01; GC-02; GC-03
Sells, Greg	O0001	GC-01; GC-02; GC-03
Seltzer, Elizabeth	O0001	GC-01; GC-02; GC-03
Seltzer, Devon	O0001	GC-01; GC-02; GC-03
Seltzer, Robert	O0001	GC-01; GC-02; GC-03
Senger Jr., James	O0001	GC-01; GC-02; GC-03
Sennett, Elizabeth	O0001	GC-01; GC-02; GC-03
Sennett, Frank	O0001	GC-01; GC-02; GC-03
Serne, S.	O0001	GC-01; GC-02; GC-03
Serody, Lucille	O0001	GC-01; GC-02; GC-03
Serotta, Lori	O0001	GC-01; GC-02; GC-03
Serrano, Richard	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Setaro, Michelle	O0001	GC-01; GC-02; GC-03
Severino, Susan	O0001	GC-01; GC-02; GC-03
Sevilla, Donna	O0001	GC-01; GC-02; GC-03
Sewald, Michelle	O0001	GC-01; GC-02; GC-03
Sewall, Dana	O0001	GC-01; GC-02; GC-03
Sexton, Sara	O0001	GC-01; GC-02; GC-03
Sexton, Brent	O0001	GC-01; GC-02; GC-03
Seyfried, William M.	O0001	GC-01; GC-02; GC-03
Seyfried, William	O0001	GC-01; GC-02; GC-03
Seymour, Frankie	O0001	GC-01; GC-02; GC-03
Sfeir, Lisa	O0001	GC-01; GC-02; GC-03
Shaaban, Marian	O0001	GC-01; GC-02; GC-03
Shaak, Susan	O0001	GC-01; GC-02; GC-03
Shabbott, Mary	O0001	GC-01; GC-02; GC-03
Shadburn, Danae	O0001	GC-01; GC-02; GC-03
Shade, Barbara	O0001	GC-01; GC-02; GC-03
Shadle, Linda	O0001	GC-01; GC-02; GC-03
Shadwick, Angela	O0001	GC-01; GC-02; GC-03
Shaffer, Nicole	O0001	GC-01; GC-02; GC-03
Shaffer, Anne	O0001	GC-01; GC-02; GC-03
Shaffer, Brooke	O0001	GC-01; GC-02; GC-03
Shah, Nandita	O0001	GC-01; GC-02; GC-03
Shalat, Harriet	O0001	GC-01; GC-02; GC-03
Shallcross, Bozena	O0001	GC-01; GC-02; GC-03
Shallenberger, Mary	O0001	GC-01; GC-02; GC-03
Shallman, Elys	O0001	GC-01; GC-02; GC-03
Shankel, Georgia	O0001	GC-01; GC-02; GC-03
Shankling, Victoria	O0001	GC-01; GC-02; GC-03
Shanley, Karen	O0001	GC-01; GC-02; GC-03
Shannahan, Richard	O0001	GC-01; GC-02; GC-03
Shannon, Janice	O0001	GC-01; GC-02; GC-03
Shapiro, Daniel	O0001	GC-01; GC-02; GC-03
Shapiro, Michael	O0001	GC-01; GC-02; GC-03
Shapiro, Irving	O0001	GC-01; GC-02; GC-03
Shappell, Mary	O0001	GC-01; GC-02; GC-03
Sharfman, William	O0001	GC-01; GC-02; GC-03
Sharkey, Virginia	O0001	GC-01; GC-02; GC-03
Sharlock, Leslie	O0001	GC-01; GC-02; GC-03
Sharp, Andrew	O0001	GC-01; GC-02; GC-03
Sharp, Eli	O0001	GC-01; GC-02; GC-03
Sharpe, Libby	O0001	GC-01; GC-02; GC-03
Sharpee, Rhoda	O0001	GC-01; GC-02; GC-03
Shats, Tatyana	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Shaw, Connelee	O0001	GC-01; GC-02; GC-03
Shaw, Emily	O0001	GC-01; GC-02; GC-03
Shaw, Karen	O0001	GC-01; GC-02; GC-03
Shaw, Tonya	O0001	GC-01; GC-02; GC-03
Shea, Peter J.	O0001	GC-01; GC-02; GC-03
Shea, Mary	O0001	GC-01; GC-02; GC-03
Shealy, Gerald	O0001	GC-01; GC-02; GC-03
Shearer, Cornelia	O0001	GC-01; GC-02; GC-03
Sheehan, Liza	O0001	GC-01; GC-02; GC-03
Sheehy, Steve	O0001	GC-01; GC-02; GC-03
Sheets-Johnstone, Maxine	O0001	GC-01; GC-02; GC-03
Sheiman, Aaron	O0001	GC-01; GC-02; GC-03
Sheinart, Lonnie	O0001	GC-01; GC-02; GC-03
Shekell, Margaret	O0001	GC-01; GC-02; GC-03
Shelby, B.C.	O0001	GC-01; GC-02; GC-03
Shelby, Joan	O0001	GC-01; GC-02; GC-03
Sheldon, Michelle	O0001	GC-01; GC-02; GC-03
Shelton, Carol	O0001	GC-01; GC-02; GC-03
Shelton, Dorothy	O0001	GC-01; GC-02; GC-03
Shelton, Felicity	O0001	GC-01; GC-02; GC-03
Shen, Gloria	O0001	GC-01; GC-02; GC-03
Shenkman, Anita	O0001	GC-01; GC-02; GC-03
Shepard, Maria	O0001	GC-01; GC-02; GC-03
Shepherd, Marilyn	O0001	GC-01; GC-02; GC-03
Shepler, Larry	O0001	GC-01; GC-02; GC-03
Sheridan, Cindy	O0001	GC-01; GC-02; GC-03
Sheridan, Lenore	O0001	GC-01; GC-02; GC-03
Sheridan, Pamela	O0001	GC-01; GC-02; GC-03
Sherman, Lisa	O0001	GC-01; GC-02; GC-03
Sherwood, Dan	O0001	GC-01; GC-02; GC-03
Sherwood, Kate	O0001	GC-01; GC-02; GC-03
Shibla, Vernon	O0001	GC-01; GC-02; GC-03
Shields, Juli	O0001	GC-01; GC-02; GC-03
Shields, Alice	O0001	GC-01; GC-02; GC-03
Shields, Michele	O0001	GC-01; GC-02; GC-03
Shields, Sarah	O0001	GC-01; GC-02; GC-03
Shiffrin, Joyce	O0001	GC-01; GC-02; GC-03
Shinnick, Brittany	O0001	GC-01; GC-02; GC-03
Shinsky, Michael	O0001	GC-01; GC-02; GC-03
Shippee, Robert	O0001	GC-01; GC-02; GC-03
Shirey, Linda	O0001	GC-01; GC-02; GC-03
Shirey, William	O0001	GC-01; GC-02; GC-03
Shirk, Jennifer	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Shirley, Marlea	O0001	GC-01; GC-02; GC-03
Shishkin, Rosemarie	O0001	GC-01; GC-02; GC-03
Shively, Judy	O0001	GC-01; GC-02; GC-03
Shlackman, Ty	O0001	GC-01; GC-02; GC-03
Shlemmer, Richard	O0001	GC-01; GC-02; GC-03
Shliselberg, Aviva	O0001	GC-01; GC-02; GC-03
Shoaf, Cindy	O0001	GC-01; GC-02; GC-03
Shoemaker-Young, Lisa	O0001	GC-01; GC-02; GC-03
Shonkwiler, Randy	O0001	GC-01; GC-02; GC-03
Shook, Philip	O0001	GC-01; GC-02; GC-03
Short, John	O0001	GC-01; GC-02; GC-03
Shotwell, Andreia	O0001	GC-01; GC-02; GC-03
Shoulderblade, Magoo	O0001	GC-01; GC-02; GC-03
Showalter, Tara	O0001	GC-01; GC-02; GC-03
Showell, Sada	O0001	GC-01; GC-02; GC-03
Shuford, Carla	O0001	GC-01; GC-02; GC-03
Shulman, Joseph	O0001	GC-01; GC-02; GC-03
Shultz, Doris	O0001	GC-01; GC-02; GC-03
Shultz, Jamie	O0001	GC-01; GC-02; GC-03
Shultz, Linda	O0001	GC-01; GC-02; GC-03
Shumaker, H. Dennis	O0001	GC-01; GC-02; GC-03
Shuman, Wendy	O0001	GC-01; GC-02; GC-03
Shuman, Elizabeth	O0001	GC-01; GC-02; GC-03
Shushan, Cheryl	O0001	GC-01; GC-02; GC-03
Shuster, Marguerite	O0001	GC-01; GC-02; GC-03
Shutay, Jeanette	O0001	GC-01; GC-02; GC-03
Shute, Alan	O0001	GC-01; GC-02; GC-03
Sibson, Richard	O0001	GC-01; GC-02; GC-03
Sicard, David	O0001	GC-01; GC-02; GC-03
Sickles, David	O0001	GC-01; GC-02; GC-03
Sidky, Amina	O0001	GC-01; GC-02; GC-03
Sidor, Joe	O0001	GC-01; GC-02; GC-03
Siegel, Saula	O0001	GC-01; GC-02; GC-03
Sieger, Brenda	O0001	GC-01; GC-02; GC-03
Sifuentes, D.G.	O0001	GC-01; GC-02; GC-03
Signorile, Karen	O0001	GC-01; GC-02; GC-03
Sih, Kenneth	O0001	GC-01; GC-02; GC-03
Sikand, Vikram	O0001	GC-01; GC-02; GC-03
Sikes, Ann	O0001	GC-01; GC-02; GC-03
Sikina, Heidi	O0001	GC-01; GC-02; GC-03
Silan, Sheila	O0001	GC-01; GC-02; GC-03
Silen, Steve	O0001	GC-01; GC-02; GC-03
Silhanek, Jay	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Sills, Cynthia	O0001	GC-01; GC-02; GC-03
Silver, Brigitte	O0001	GC-01; GC-02; GC-03
Silver, Ronald	O0001	GC-01; GC-02; GC-03
Silverman, Barbara	O0001	GC-01; GC-02; GC-03
Silverwood, George	O0001	GC-01; GC-02; GC-03
Silvestro, Carolyn	O0001	GC-01; GC-02; GC-03
Silvey, Kathy	O0001	GC-01; GC-02; GC-03
Simes, Sherry	O0001	GC-01; GC-02; GC-03
Simle, Anna	O0001	GC-01; GC-02; GC-03
Simmonds, Beatrice	O0001	GC-01; GC-02; GC-03
Simmons, Marie	O0001	GC-01; GC-02; GC-03
Simmons, Cathy	O0001	GC-01; GC-02; GC-03
Simmons, Marian	O0001	GC-01; GC-02; GC-03
Simmons, Steve	O0001	GC-01; GC-02; GC-03
Simms, Lisa	O0001	GC-01; GC-02; GC-03
Simon, Sonnta	O0001	GC-01; GC-02; GC-03
Simon, Philip	O0001	GC-01; GC-02; GC-03
Simonds, Barbara	O0001	GC-01; GC-02; GC-03
Simone, Dana	O0001	GC-01; GC-02; GC-03
Simons, Anita	O0001	GC-01; GC-02; GC-03
Simpson, Jill	O0001	GC-01; GC-02; GC-03
Simpson, John	O0001	GC-01; GC-02; GC-03
Simpson, Malcolm	O0001	GC-01; GC-02; GC-03
Sims, Kim	O0001	GC-01; GC-02; GC-03
Sims, Samuel	O0001	GC-01; GC-02; GC-03
Sims, Mary	O0001	GC-01; GC-02; GC-03
Sims, Millicent	O0001	GC-01; GC-02; GC-03
Sims, Sharon	O0001	GC-01; GC-02; GC-03
Sinclair, Judith	O0001	GC-01; GC-02; GC-03
Sinclair, Linda	O0001	GC-01; GC-02; GC-03
Sindoni, Jenne	O0001	GC-01; GC-02; GC-03
Singh-Bowman, Nan	O0001	GC-01; GC-02; GC-03
Singher, Marjory	O0001	GC-01; GC-02; GC-03
Singleton, Greg	O0001	GC-01; GC-02; GC-03
Singleton, Jon	O0001	GC-01; GC-02; GC-03
Singleton, Kurt	O0001	GC-01; GC-02; GC-03
Singleton, Martha	O0001	GC-01; GC-02; GC-03
Singleton, Anthony	O0001	GC-01; GC-02; GC-03
Sinica, Pete	O0001	GC-01; GC-02; GC-03
Sinkovits, John	O0001	GC-01; GC-02; GC-03
Sipes, Laura	O0001	GC-01; GC-02; GC-03
Sisk, Sidney	O0001	GC-01; GC-02; GC-03
Sisson, John	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Sitnick, Joan	O0001	GC-01; GC-02; GC-03
Sitzmann, Zoe	O0001	GC-01; GC-02; GC-03
Siva, Amara	O0001	GC-01; GC-02; GC-03
Sivesind, Torunn	O0001	GC-01; GC-02; GC-03
Sizemore, Mary	O0001	GC-01; GC-02; GC-03
Sjoerdsma, Bartha	O0001	GC-01; GC-02; GC-03
Sjostrom, David	O0001	GC-01; GC-02; GC-03
Skal, Steven	O0001	GC-01; GC-02; GC-03
Skees, Kathy	O0001	GC-01; GC-02; GC-03
Skei, Ingrid	O0001	GC-01; GC-02; GC-03
Skibinski, Lynn	O0001	GC-01; GC-02; GC-03
Skill, Jacqui	O0001	GC-01; GC-02; GC-03
Skinner, Don	O0001	GC-01; GC-02; GC-03
Skinner, Richard	O0001	GC-01; GC-02; GC-03
Skirvin, Katherine	O0001	GC-01; GC-02; GC-03
Skizas, Jaime	O0001	GC-01; GC-02; GC-03
Sklar, Fred	O0001	GC-01; GC-02; GC-03
Sklar, Sandra	O0001	GC-01; GC-02; GC-03
Skolnick, Kate	O0001	GC-01; GC-02; GC-03
Skowronski, Joan	O0001	GC-01; GC-02; GC-03
Skrzypczak, Lida	O0001	GC-01; GC-02; GC-03
Skufis, Xen	O0001	GC-01; GC-02; GC-03
Skull, John	O0001	GC-01; GC-02; GC-03
Skup, Debra	O0001	GC-01; GC-02; GC-03
Sky, Kate	O0001	GC-01; GC-02; GC-03
Skylstad, Michelle	O0001	GC-01; GC-02; GC-03
Slagle, Teri	O0001	GC-01; GC-02; GC-03
Slawson, Margaret	O0001	GC-01; GC-02; GC-03
Sledd, Andrew	O0001	GC-01; GC-02; GC-03
Slemenda Jr., Joseph J.	O0001	GC-01; GC-02; GC-03
Slomer, Robert	O0001	GC-01; GC-02; GC-03
Slone, Jack	O0001	GC-01; GC-02; GC-03
Slone, Paul	O0001	GC-01; GC-02; GC-03
Slote, Karen	O0001	GC-01; GC-02; GC-03
Slotnick, Terry	O0001	GC-01; GC-02; GC-03
Slowley-Thomas, Dianna	O0001	GC-01; GC-02; GC-03
Sluiter, Jeff	O0001	GC-01; GC-02; GC-03
Small, Cynthia	O0001	GC-01; GC-02; GC-03
Smallwood, Elizabeth	O0001	GC-01; GC-02; GC-03
Smallwood, Tracey	O0001	GC-01; GC-02; GC-03
Smarr, Todd	O0001	GC-01; GC-02; GC-03
Smeayak, Ed	O0001	GC-01; GC-02; GC-03
Smiley, C.	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Smiley, Joy	O0001	GC-01; GC-02; GC-03
Smilko, Monica	O0001	GC-01; GC-02; GC-03
Smisek, Betty	O0001	GC-01; GC-02; GC-03
Smith, Anne	O0001	GC-01; GC-02; GC-03
Smith, Barbara	O0001	GC-01; GC-02; GC-03
Smith, Bonnie J.	O0001	GC-01; GC-02; GC-03
Smith, Deborah	O0001	GC-01; GC-02; GC-03
Smith, Diana	O0001	GC-01; GC-02; GC-03
Smith, James	O0001	GC-01; GC-02; GC-03
Smith, Kellie	O0001	GC-01; GC-02; GC-03
Smith, Lisa	O0001	GC-01; GC-02; GC-03
Smith, Lloyd	O0001	GC-01; GC-02; GC-03
Smith, Nicki	O0001	GC-01; GC-02; GC-03
Smith, Pamela J.	O0001	GC-01; GC-02; GC-03
Smith, Paula	O0001	GC-01; GC-02; GC-03
Smith, Robert	O0001	GC-01; GC-02; GC-03
Smith, S.	O0001	GC-01; GC-02; GC-03
Smith, Steve	O0001	GC-01; GC-02; GC-03
Smith, Steven	O0001	GC-01; GC-02; GC-03
Smith, Susan	O0001	GC-01; GC-02; GC-03
Smith, Virginia	O0001	GC-01; GC-02; GC-03
Smith, Walt	O0001	GC-01; GC-02; GC-03
Smith, Andrea	O0001	GC-01; GC-02; GC-03
Smith, Anita	O0001	GC-01; GC-02; GC-03
Smith, Annick	O0001	GC-01; GC-02; GC-03
Smith, Christopher	O0001	GC-01; GC-02; GC-03
Smith, Cory	O0001	GC-01; GC-02; GC-03
Smith, Cynthia	O0001	GC-01; GC-02; GC-03
Smith, Diambu	O0001	GC-01; GC-02; GC-03
Smith, Donald	O0001	GC-01; GC-02; GC-03
Smith, Donna	O0001	GC-01; GC-02; GC-03
Smith, Elizabeth	O0001	GC-01; GC-02; GC-03
Smith, Evan	O0001	GC-01; GC-02; GC-03
Smith, Frank	O0001	GC-01; GC-02; GC-03
Smith, Gloria	O0001	GC-01; GC-02; GC-03
Smith, Gwyneth	O0001	GC-01; GC-02; GC-03
Smith, Horace	O0001	GC-01; GC-02; GC-03
Smith, J.T.	O0001	GC-01; GC-02; GC-03
Smith, Jeff	O0001	GC-01; GC-02; GC-03
Smith, Judith	O0001	GC-01; GC-02; GC-03
Smith, Karen	O0001	GC-01; GC-02; GC-03
Smith, Kelly	O0001	GC-01; GC-02; GC-03
Smith, Kim	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Smith, Leslye	O0001	GC-01; GC-02; GC-03
Smith, Linda	O0001	GC-01; GC-02; GC-03
Smith, Lucy	O0001	GC-01; GC-02; GC-03
Smith, Margaret	O0001	GC-01; GC-02; GC-03
Smith, Mary	O0001	GC-01; GC-02; GC-03
Smith, Michael	O0001	GC-01; GC-02; GC-03
Smith, Michael G.	O0001	GC-01; GC-02; GC-03
Smith, Moreland	O0001	GC-01; GC-02; GC-03
Smith, Sandra	O0001	GC-01; GC-02; GC-03
Smith, Shannon	O0001	GC-01; GC-02; GC-03
Smith, Stephen	O0001	GC-01; GC-02; GC-03
Smith, Steve W.	O0001	GC-01; GC-02; GC-03
Smith, Thomas	O0001	GC-01; GC-02; GC-03
Smith, Timmie	O0001	GC-01; GC-02; GC-03
Smith, Vivien	O0001	GC-01; GC-02; GC-03
Smith, William	O0001	GC-01; GC-02; GC-03
Smock, Amanda	O0001	GC-01; GC-02; GC-03
Smudin, Carole	O0001	GC-01; GC-02; GC-03
Smythe, Stewart	O0001	GC-01; GC-02; GC-03
Snapp, Seth	O0001	GC-01; GC-02; GC-03
Snavely, Marie	O0001	GC-01; GC-02; GC-03
Snell, Valarie	O0001	GC-01; GC-02; GC-03
Snider, David	O0001	GC-01; GC-02; GC-03
Snider, Jay	O0001	GC-01; GC-02; GC-03
Snidow, Toni	O0001	GC-01; GC-02; GC-03
Snopek, Michaeline	O0001	GC-01; GC-02; GC-03
Snow, Jane	O0001	GC-01; GC-02; GC-03
Snow, Jeanette	O0001	GC-01; GC-02; GC-03
Snyder, Andrea	O0001	GC-01; GC-02; GC-03
Snyder, Jeanette	O0001	GC-01; GC-02; GC-03
Snyder, Linda	O0001	GC-01; GC-02; GC-03
Snyder, Warren	O0001	GC-01; GC-02; GC-03
Snyder, Marilyn	O0001	GC-01; GC-02; GC-03
Snyder, Robert	O0001	GC-01; GC-02; GC-03
Snyder, Shelley	O0001	GC-01; GC-02; GC-03
Snyder, Tiffany	O0001	GC-01; GC-02; GC-03
Soar, Michael	O0001	GC-01; GC-02; GC-03
Soares, Susana	O0001	GC-01; GC-02; GC-03
Soares, David	O0001	GC-01; GC-02; GC-03
Sobel, Michael	O0001	GC-01; GC-02; GC-03
Socha, Nancy	O0001	GC-01; GC-02; GC-03
Sockness, Jan	O0001	GC-01; GC-02; GC-03
Soeder, Bridget	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Soenksen, Mark	O0001	GC-01; GC-02; GC-03
Sohan, Pam	O0001	GC-01; GC-02; GC-03
Soleil, Diana	O0001	GC-01; GC-02; GC-03
Soleiman, Joanne	O0001	GC-01; GC-02; GC-03
Soletzky, Robin	O0001	GC-01; GC-02; GC-03
Solini, Lydia	O0001	GC-01; GC-02; GC-03
Solli, Nicholas	O0001	GC-01; GC-02; GC-03
Sollitto, Alissa	O0001	GC-01; GC-02; GC-03
Solomon, Donald	O0001	GC-01; GC-02; GC-03
Solomon, Samantha	O0001	GC-01; GC-02; GC-03
Somers, Jeff	O0001	GC-01; GC-02; GC-03
Sommers, Donna	O0001	GC-01; GC-02; GC-03
Somogy, Cesarina	O0001	GC-01; GC-02; GC-03
Sonker, Jennifer	O0001	GC-01; GC-02; GC-03
Sophia, Tristan	O0001	GC-01; GC-02; GC-03
Sordill, Michael	O0001	GC-01; GC-02; GC-03
Sorensen, L.	O0001	GC-01; GC-02; GC-03
Sorg, Susan	O0001	GC-01; GC-02; GC-03
Sorgeler, Barbara	O0001	GC-01; GC-02; GC-03
Soricelli, Kathy	O0001	GC-01; GC-02; GC-03
Sorrell, JoAnn	O0001	GC-01; GC-02; GC-03
Sorrell, Marilyn	O0001	GC-01; GC-02; GC-03
Sorum, Ann	O0001	GC-01; GC-02; GC-03
Soto, David	O0001	GC-01; GC-02; GC-03
Soulé, James	O0001	GC-01; GC-02; GC-03
South, Sharon	O0001	GC-01; GC-02; GC-03
Southwick, Alan	O0001	GC-01; GC-02; GC-03
Southwick, Christine	O0001	GC-01; GC-02; GC-03
Southworth, Donald	O0001	GC-01; GC-02; GC-03
Souza, Edward	O0001	GC-01; GC-02; GC-03
Souza, Michael	O0001	GC-01; GC-02; GC-03
Souza, P.	O0001	GC-01; GC-02; GC-03
Souza, Robert	O0001	GC-01; GC-02; GC-03
Sovinski, Gerald	O0001	GC-01; GC-02; GC-03
Sovola, Shelley	O0001	GC-01; GC-02; GC-03
Soylu, Mickey	O0001	GC-01; GC-02; GC-03
Sozio, Jeanne	O0001	GC-01; GC-02; GC-03
Spacek, Pamela	O0001	GC-01; GC-02; GC-03
Spaeth, Elisabeth	O0001	GC-01; GC-02; GC-03
Spaeth, Jane	O0001	GC-01; GC-02; GC-03
Spain, Madeline	O0001	GC-01; GC-02; GC-03
Spain, Sheri	O0001	GC-01; GC-02; GC-03
Spak, Margaret	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Spalding, Cathy</i>	O0001	GC-01; GC-02; GC-03
<i>Spann, Bridget</i>	O0001	GC-01; GC-02; GC-03
<i>Sparks, Everett</i>	O0001	GC-01; GC-02; GC-03
<i>Spaulding, Marie</i>	O0001	GC-01; GC-02; GC-03
<i>Spear, Kelsey</i>	O0001	GC-01; GC-02; GC-03
<i>Species, Scott</i>	O0001	GC-01; GC-02; GC-03
<i>Speed, Rachel</i>	O0001	GC-01; GC-02; GC-03
<i>Speed, Eric</i>	O0001	GC-01; GC-02; GC-03
<i>Speer, Rich</i>	O0001	GC-01; GC-02; GC-03
<i>Spees, Dixie</i>	O0001	GC-01; GC-02; GC-03
<i>Speidel, Kurt</i>	O0001	GC-01; GC-02; GC-03
<i>Spellman, Oliver</i>	O0001	GC-01; GC-02; GC-03
<i>Spelter, Nina</i>	O0001	GC-01; GC-02; GC-03
<i>Spencer, Martha</i>	O0001	GC-01; GC-02; GC-03
<i>Spencer, Nita</i>	O0001	GC-01; GC-02; GC-03
<i>Spencer, Cathrine</i>	O0001	GC-01; GC-02; GC-03
<i>Spencer, Julie</i>	O0001	GC-01; GC-02; GC-03
<i>Spendelow, Jeffrey</i>	O0001	GC-01; GC-02; GC-03
<i>Spengler, Mariel</i>	O0001	GC-01; GC-02; GC-03
<i>Spera, Kathy</i>	O0001	GC-01; GC-02; GC-03
<i>Spicer, Camilla</i>	O0001	GC-01; GC-02; GC-03
<i>Spidle, Kay</i>	O0001	GC-01; GC-02; GC-03
<i>Spiegel, Ilse</i>	O0001	GC-01; GC-02; GC-03
<i>Spielmann, Edda</i>	O0001	GC-01; GC-02; GC-03
<i>Spier, Deborah</i>	O0001	GC-01; GC-02; GC-03
<i>Spiess, Lillian</i>	O0001	GC-01; GC-02; GC-03
<i>Spilsbury, Delaine</i>	O0001	GC-01; GC-02; GC-03
<i>Spindler, Kevin</i>	O0001	GC-01; GC-02; GC-03
<i>Spitsbergen, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Spoon, Leslie</i>	O0001	GC-01; GC-02; GC-03
<i>Spooner, Rosa</i>	O0001	GC-01; GC-02; GC-03
<i>Spradlin, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Spradlin, Michael</i>	O0001	GC-01; GC-02; GC-03
<i>Spraga, Laurie</i>	O0001	GC-01; GC-02; GC-03
<i>Spratley, Richard</i>	O0001	GC-01; GC-02; GC-03
<i>Spring, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Springer, Micah</i>	O0001	GC-01; GC-02; GC-03
<i>Sprott, Kewpie</i>	O0001	GC-01; GC-02; GC-03
<i>Sprite, Mary</i>	O0001	GC-01; GC-02; GC-03
<i>Sramek, Jo-Ann</i>	O0001	GC-01; GC-02; GC-03
<i>St John, Joyce</i>	O0001	GC-01; GC-02; GC-03
<i>St John, Richard</i>	O0001	GC-01; GC-02; GC-03
<i>Staab, Alfred</i>	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Stabinski, Lea	O0001	GC-01; GC-02; GC-03
Stabler, Jessica	O0001	GC-01; GC-02; GC-03
Stables, Leah	O0001	GC-01; GC-02; GC-03
Stachura, Delores	O0001	GC-01; GC-02; GC-03
Stadthagen, Becky	O0001	GC-01; GC-02; GC-03
Stafford, Andrew	O0001	GC-01; GC-02; GC-03
Stafford, Barbara	O0001	GC-01; GC-02; GC-03
Stahl, Lisa	O0001	GC-01; GC-02; GC-03
Stahl, Yvonne	O0001	GC-01; GC-02; GC-03
Stahr, Susan	O0001	GC-01; GC-02; GC-03
Staley, Gary	O0001	GC-01; GC-02; GC-03
Stallings, Kenneth	O0001	GC-01; GC-02; GC-03
Stamm, Gail	O0001	GC-01; GC-02; GC-03
Stamm, Karen	O0001	GC-01; GC-02; GC-03
Stamm, Nancy	O0001	GC-01; GC-02; GC-03
Stamp, Deborah	O0001	GC-01; GC-02; GC-03
Stampes, Donald	O0001	GC-01; GC-02; GC-03
Stampes, Joy	O0001	GC-01; GC-02; GC-03
Standley, Paula	O0001	GC-01; GC-02; GC-03
Stanbridge, Teri	O0001	GC-01; GC-02; GC-03
Stanfield, Maggie	O0001	GC-01; GC-02; GC-03
Stanley, Russell	O0001	GC-01; GC-02; GC-03
Stanley, Cara	O0001	GC-01; GC-02; GC-03
Stanley, Norm	O0001	GC-01; GC-02; GC-03
Stanley, Richard	O0001	GC-01; GC-02; GC-03
Stannard, Mark	O0001	GC-01; GC-02; GC-03
Stansell, Kelli	O0001	GC-01; GC-02; GC-03
Stansfield, Jack	O0001	GC-01; GC-02; GC-03
Stanton, Neil	O0001	GC-01; GC-02; GC-03
Stanton, Lisa	O0001	GC-01; GC-02; GC-03
Stanzione, Ken	O0001	GC-01; GC-02; GC-03
Staples, Karen	O0001	GC-01; GC-02; GC-03
Staples, Laura	O0001	GC-01; GC-02; GC-03
Stapleton, Sylvia	O0001	GC-01; GC-02; GC-03
Stark, Katharine	O0001	GC-01; GC-02; GC-03
Stark, Krystina	O0001	GC-01; GC-02; GC-03
Stark, Rachel	O0001	GC-01; GC-02; GC-03
Stark, David	O0001	GC-01; GC-02; GC-03
Stark, Jan	O0001	GC-01; GC-02; GC-03
Stark, Lee	O0001	GC-01; GC-02; GC-03
Stark, Robert	O0001	GC-01; GC-02; GC-03
Stark, Rodney	O0001	GC-01; GC-02; GC-03
Starr, David	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Starr, Jennifer</i>	00001	GC-01; GC-02; GC-03
<i>Starr, Kellie</i>	00001	GC-01; GC-02; GC-03
<i>Starseed, Lozz</i>	00001	GC-01; GC-02; GC-03
<i>Starstone, Sue</i>	00001	GC-01; GC-02; GC-03
<i>Stauber, Dave</i>	00001	GC-01; GC-02; GC-03
<i>Stauffacher, Sandra</i>	00001	GC-01; GC-02; GC-03
<i>Stawinoga, Greg</i>	00001	GC-01; GC-02; GC-03
<i>Stawska, Nina</i>	00001	GC-01; GC-02; GC-03
<i>Stayton, Lori</i>	00001	GC-01; GC-02; GC-03
<i>Steadmon, Jason</i>	00001	GC-01; GC-02; GC-03
<i>Steckbeck, Pete</i>	00001	GC-01; GC-02; GC-03
<i>Stedman, Matt</i>	00001	GC-01; GC-02; GC-03
<i>Steele, Vivien</i>	00001	GC-01; GC-02; GC-03
<i>Steers, Sandra</i>	00001	GC-01; GC-02; GC-03
<i>Steeves, Gerogre</i>	00001	GC-01; GC-02; GC-03
<i>Stef, Rose Marie</i>	00001	GC-01; GC-02; GC-03
<i>Stefacek, Laura</i>	00001	GC-01; GC-02; GC-03
<i>Stefancic, Patricia</i>	00001	GC-01; GC-02; GC-03
<i>Steffen, Maria</i>	00001	GC-01; GC-02; GC-03
<i>Steffen, Walter</i>	00001	GC-01; GC-02; GC-03
<i>Steffy, Heidi</i>	00001	GC-01; GC-02; GC-03
<i>Stegman, Cathy</i>	00001	GC-01; GC-02; GC-03
<i>Stehle, Alice</i>	00001	GC-01; GC-02; GC-03
<i>Steijn, Jacob</i>	00001	GC-01; GC-02; GC-03
<i>Stein, Dennis</i>	00001	GC-01; GC-02; GC-03
<i>Stein, Max</i>	00001	GC-01; GC-02; GC-03
<i>Stein, Lucinda</i>	00001	GC-01; GC-02; GC-03
<i>Stein, Tim</i>	00001	GC-01; GC-02; GC-03
<i>Stein, Veronica</i>	00001	GC-01; GC-02; GC-03
<i>Steinberg, Marcia</i>	00001	GC-01; GC-02; GC-03
<i>Steinberg, Jack</i>	00001	GC-01; GC-02; GC-03
<i>Steinberger, M.A.</i>	00001	GC-01; GC-02; GC-03
<i>Steinbrecher, Silvia</i>	00001	GC-01; GC-02; GC-03
<i>Steiner, A.L.</i>	00001	GC-01; GC-02; GC-03
<i>Steiner, Neal</i>	00001	GC-01; GC-02; GC-03
<i>Steiner, Kelsy</i>	00001	GC-01; GC-02; GC-03
<i>Steinhardt, Helene</i>	00001	GC-01; GC-02; GC-03
<i>Steinhart, Judith</i>	00001	GC-01; GC-02; GC-03
<i>Steinhaus, Joanie</i>	00001	GC-01; GC-02; GC-03
<i>Steinle, Sandra</i>	00001	GC-01; GC-02; GC-03
<i>Steinmetz, Cindy</i>	00001	GC-01; GC-02; GC-03
<i>Stelacio, Maria</i>	00001	GC-01; GC-02; GC-03
<i>Sten, Polly</i>	00001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Stenberg, Bill and Fran	O0001	GC-01; GC-02; GC-03
Stenske, Dorothy	O0001	GC-01; GC-02; GC-03
Stephens, Natalie	O0001	GC-01; GC-02; GC-03
Stephenson, Debbie	O0001	GC-01; GC-02; GC-03
Stephenson, Karen	O0001	GC-01; GC-02; GC-03
Stern, Patty	O0001	GC-01; GC-02; GC-03
Stern, Richard	O0001	GC-01; GC-02; GC-03
Stern, Carol	O0001	GC-01; GC-02; GC-03
Sternberg, Elyse	O0001	GC-01; GC-02; GC-03
Sterner, Daniel	O0001	GC-01; GC-02; GC-03
Sterrett, Jean	O0001	GC-01; GC-02; GC-03
Sterrett, Shelley	O0001	GC-01; GC-02; GC-03
Steuck, Greg	O0001	GC-01; GC-02; GC-03
Stevens, Ann	O0001	GC-01; GC-02; GC-03
Stevens, Tom	O0001	GC-01; GC-02; GC-03
Stevens, Wendy	O0001	GC-01; GC-02; GC-03
Stevens, Linda	O0001	GC-01; GC-02; GC-03
Stevens, Melody	O0001	GC-01; GC-02; GC-03
Stevens-Briody, Susan	O0001	GC-01; GC-02; GC-03
Stevenson, Joyce	O0001	GC-01; GC-02; GC-03
Stevenson, Lee	O0001	GC-01; GC-02; GC-03
Stevenson, Michael	O0001	GC-01; GC-02; GC-03
Steward, Roberta	O0001	GC-01; GC-02; GC-03
Stewart, Laura	O0001	GC-01; GC-02; GC-03
Stewart, Lindsey	O0001	GC-01; GC-02; GC-03
Stewart, Margaret	O0001	GC-01; GC-02; GC-03
Stewart, Sarah	O0001	GC-01; GC-02; GC-03
Stewart, Jackie	O0001	GC-01; GC-02; GC-03
Stewart, Susan	O0001	GC-01; GC-02; GC-03
Stice, Laura	O0001	GC-01; GC-02; GC-03
Stickney, John	O0001	GC-01; GC-02; GC-03
Stickney-Klaus, Katherine	O0001	GC-01; GC-02; GC-03
Stierli, Edward	O0001	GC-01; GC-02; GC-03
Stierli, Paula	O0001	GC-01; GC-02; GC-03
Stiles, Brad	O0001	GC-01; GC-02; GC-03
Stillwater, Bonnie	O0001	GC-01; GC-02; GC-03
Stimson, Christopher	O0001	GC-01; GC-02; GC-03
Stimson, Karen	O0001	GC-01; GC-02; GC-03
Stinnett, Mike	O0001	GC-01; GC-02; GC-03
Stirpe, D.	O0001	GC-01; GC-02; GC-03
Stitt, Myriam	O0001	GC-01; GC-02; GC-03
Stock, Katharine	O0001	GC-01; GC-02; GC-03
Stock, Michael	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Stockdill, Nelson	O0001	GC-01; GC-02; GC-03
Stocking, Reginald	O0001	GC-01; GC-02; GC-03
Stockowski, Lorri	O0001	GC-01; GC-02; GC-03
Stocks, Lawrence	O0001	GC-01; GC-02; GC-03
Stodola, Beatrice	O0001	GC-01; GC-02; GC-03
Stoeckel, Sue	O0001	GC-01; GC-02; GC-03
Stoffel, Sally	O0001	GC-01; GC-02; GC-03
Stoker, Cayley	O0001	GC-01; GC-02; GC-03
Stokes, Jeri	O0001	GC-01; GC-02; GC-03
Stoltenberg, John and Martha	O0001	GC-01; GC-02; GC-03
Stone, Lisa	O0001	GC-01; GC-02; GC-03
Stone, Stephanie	O0001	GC-01; GC-02; GC-03
Stone, William	O0001	GC-01; GC-02; GC-03
Stone, Jacqueline	O0001	GC-01; GC-02; GC-03
Stone, Jan	O0001	GC-01; GC-02; GC-03
Stone, Johanna	O0001	GC-01; GC-02; GC-03
Stone, Mary	O0001	GC-01; GC-02; GC-03
Stone, Patrick	O0001	GC-01; GC-02; GC-03
Stone, Susanna	O0001	GC-01; GC-02; GC-03
Stoneham, Lisa	O0001	GC-01; GC-02; GC-03
Stonehawk, Mikerra	O0001	GC-01; GC-02; GC-03
Stoner, Dorothy	O0001	GC-01; GC-02; GC-03
Stopyra, Melanie Mahoney	O0001	GC-01; GC-02; GC-03
Storch, Jeffrey	O0001	GC-01; GC-02; GC-03
Stordahl, Eric	O0001	GC-01; GC-02; GC-03
Story, David	O0001	GC-01; GC-02; GC-03
Stout, Karen	O0001	GC-01; GC-02; GC-03
Stovall, Virginia	O0001	GC-01; GC-02; GC-03
Stover, Charry	O0001	GC-01; GC-02; GC-03
Stowell, Karen	O0001	GC-01; GC-02; GC-03
Strader, Helen	O0001	GC-01; GC-02; GC-03
Stradtman, George	O0001	GC-01; GC-02; GC-03
Straehle, Thomas	O0001	GC-01; GC-02; GC-03
Strailey, Faith	O0001	GC-01; GC-02; GC-03
Strain, Darren	O0001	GC-01; GC-02; GC-03
Strassburger, Elaine	O0001	GC-01; GC-02; GC-03
Strasser, Kathleen	O0001	GC-01; GC-02; GC-03
Strate, Kris	O0001	GC-01; GC-02; GC-03
Stratten, Ann	O0001	GC-01; GC-02; GC-03
Straub, Marcus	O0001	GC-01; GC-02; GC-03
Strauss, Greg	O0001	GC-01; GC-02; GC-03
Strebler, Ruthann	O0001	GC-01; GC-02; GC-03
Street, Patty	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Streich, Kim</i>	O0001	GC-01; GC-02; GC-03
<i>Streicker, Nan</i>	O0001	GC-01; GC-02; GC-03
<i>Stricker, Robert</i>	O0001	GC-01; GC-02; GC-03
<i>Strickland, Eycke</i>	O0001	GC-01; GC-02; GC-03
<i>Strickland, Jennifer</i>	O0001	GC-01; GC-02; GC-03
<i>Striegel, Maryann</i>	O0001	GC-01; GC-02; GC-03
<i>Strobel-Mclean, Joan</i>	O0001	GC-01; GC-02; GC-03
<i>Strohmeyer, April</i>	O0001	GC-01; GC-02; GC-03
<i>Stroke, Marija</i>	O0001	GC-01; GC-02; GC-03
<i>Strong, Grace</i>	O0001	GC-01; GC-02; GC-03
<i>Strong, Nancy</i>	O0001	GC-01; GC-02; GC-03
<i>Stroup, Marylyn</i>	O0001	GC-01; GC-02; GC-03
<i>Strowd, Richard</i>	O0001	GC-01; GC-02; GC-03
<i>Stuart, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Stuart, Michael</i>	O0001	GC-01; GC-02; GC-03
<i>Stuehler, Helen</i>	O0001	GC-01; GC-02; GC-03
<i>Stukes, Joe</i>	O0001	GC-01; GC-02; GC-03
<i>Stulb, Jeanne</i>	O0001	GC-01; GC-02; GC-03
<i>Stumborg, Cassie</i>	O0001	GC-01; GC-02; GC-03
<i>Stumpf, Phil</i>	O0001	GC-01; GC-02; GC-03
<i>Sturdevant, Linda</i>	O0001	GC-01; GC-02; GC-03
<i>Sturm, Sabine</i>	O0001	GC-01; GC-02; GC-03
<i>Sturt, Lisa</i>	O0001	GC-01; GC-02; GC-03
<i>Styers, Steven</i>	O0001	GC-01; GC-02; GC-03
<i>Suarez, Joe</i>	O0001	GC-01; GC-02; GC-03
<i>Suarez, Olga</i>	O0001	GC-01; GC-02; GC-03
<i>Subasi, Mesut</i>	O0001	GC-01; GC-02; GC-03
<i>Subchareon, Varut</i>	O0001	GC-01; GC-02; GC-03
<i>Sucklal, Sirina</i>	O0001	GC-01; GC-02; GC-03
<i>Sugarman, Kathy</i>	O0001	GC-01; GC-02; GC-03
<i>Suhr, Sally</i>	O0001	GC-01; GC-02; GC-03
<i>Suhr, Dylan</i>	O0001	GC-01; GC-02; GC-03
<i>Suit, Karen</i>	O0001	GC-01; GC-02; GC-03
<i>Sullivan, Candy</i>	O0001	GC-01; GC-02; GC-03
<i>Sullivan, Edward</i>	O0001	GC-01; GC-02; GC-03
<i>Sullivan, Joseph</i>	O0001	GC-01; GC-02; GC-03
<i>Sullivan, Scott</i>	O0001	GC-01; GC-02; GC-03
<i>Sullivan, Diane</i>	O0001	GC-01; GC-02; GC-03
<i>Sullivan, Gail</i>	O0001	GC-01; GC-02; GC-03
<i>Sullivan, Mary</i>	O0001	GC-01; GC-02; GC-03
<i>Sullivan, Molly</i>	O0001	GC-01; GC-02; GC-03
<i>Sullivan, Sharon</i>	O0001	GC-01; GC-02; GC-03
<i>Sullivan, Susan A.</i>	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Sullivan, Teresa	O0001	GC-01; GC-02; GC-03
Sullivan, Theresa	O0001	GC-01; GC-02; GC-03
Sumler, Jim	O0001	GC-01; GC-02; GC-03
Summers, Marcia	O0001	GC-01; GC-02; GC-03
Summers, Paula	O0001	GC-01; GC-02; GC-03
Summers-Brown, Sandra	O0001	GC-01; GC-02; GC-03
Sumner, Jeanne	O0001	GC-01; GC-02; GC-03
Sumrall, Amber Coverdale	O0001	GC-01; GC-02; GC-03
Sun, Nikki	O0001	GC-01; GC-02; GC-03
Sundarajan, Aditi	O0001	GC-01; GC-02; GC-03
Sunderman, Tim	O0001	GC-01; GC-02; GC-03
Sundquist, Elizabeth	O0001	GC-01; GC-02; GC-03
Surdi, Rita	O0001	GC-01; GC-02; GC-03
Surratt, Taylor	O0001	GC-01; GC-02; GC-03
Susan, Green	O0001	GC-01; GC-02; GC-03
Sussek, Mark	O0001	GC-01; GC-02; GC-03
Sutherland, Linda	O0001	GC-01; GC-02; GC-03
Sutherland, Renee	O0001	GC-01; GC-02; GC-03
Sutherland, Shari	O0001	GC-01; GC-02; GC-03
Sutherland, John	O0001	GC-01; GC-02; GC-03
Sutliff, Leslie	O0001	GC-01; GC-02; GC-03
Sutton, Judy	O0001	GC-01; GC-02; GC-03
Sutton, Rex	O0001	GC-01; GC-02; GC-03
Sutton, B.	O0001	GC-01; GC-02; GC-03
Sutton, Brian K.	O0001	GC-01; GC-02; GC-03
Sutton, Carole	O0001	GC-01; GC-02; GC-03
Svekric, Denise	O0001	GC-01; GC-02; GC-03
Svendsen, Carolyn	O0001	GC-01; GC-02; GC-03
Swaim, Lenore	O0001	GC-01; GC-02; GC-03
Swain, Aimee	O0001	GC-01; GC-02; GC-03
Swan, Shirley	O0001	GC-01; GC-02; GC-03
Swan, Curtis	O0001	GC-01; GC-02; GC-03
Swan, Rosemary	O0001	GC-01; GC-02; GC-03
Swank, Carrie	O0001	GC-01; GC-02; GC-03
Swanson, Kristen	O0001	GC-01; GC-02; GC-03
Swart, Stanley	O0001	GC-01; GC-02; GC-03
Swartz, Debra	O0001	GC-01; GC-02; GC-03
Sweatland, Judy	O0001	GC-01; GC-02; GC-03
Sweazea, Alan	O0001	GC-01; GC-02; GC-03
Sweeney, Leslie	O0001	GC-01; GC-02; GC-03
Sweeney, Mark	O0001	GC-01; GC-02; GC-03
Sweet-Bunner, Amanda	O0001	GC-01; GC-02; GC-03
Sweetwood, Sandra	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Swem, Helen</i>	00001	GC-01; GC-02; GC-03
<i>Swenson, Laurie</i>	00001	GC-01; GC-02; GC-03
<i>Swenson-Zakula, Kimberly</i>	00001	GC-01; GC-02; GC-03
<i>Swerdlow, Sieglinde</i>	00001	GC-01; GC-02; GC-03
<i>Swett, Robert</i>	00001	GC-01; GC-02; GC-03
<i>Swierszcz, Bernard</i>	00001	GC-01; GC-02; GC-03
<i>Swindell, Elak</i>	00001	GC-01; GC-02; GC-03
<i>Swineford, Rhonda</i>	00001	GC-01; GC-02; GC-03
<i>Switalski, Diane</i>	00001	GC-01; GC-02; GC-03
<i>Swoboda, Tammy</i>	00001	GC-01; GC-02; GC-03
<i>Swofford, Cheryl</i>	00001	GC-01; GC-02; GC-03
<i>Syen, Helen</i>	00001	GC-01; GC-02; GC-03
<i>Symmes, Donald</i>	00001	GC-01; GC-02; GC-03
<i>Syzdek, Karen</i>	00001	GC-01; GC-02; GC-03
<i>Szabo, Joseph</i>	00001	GC-01; GC-02; GC-03
<i>Szumal, Raymond</i>	00001	GC-01; GC-02; GC-03
<i>Szwed, Steven</i>	00001	GC-01; GC-02; GC-03
<i>Szymanowski, Paul</i>	00001	GC-01; GC-02; GC-03
<i>T., John</i>	00001	GC-01; GC-02; GC-03
<i>Tabor, Tobi</i>	00001	GC-01; GC-02; GC-03
<i>Tabor, Vincent</i>	00001	GC-01; GC-02; GC-03
<i>Tabor, William</i>	00001	GC-01; GC-02; GC-03
<i>Tacker, Barbara</i>	00001	GC-01; GC-02; GC-03
<i>Taffet, Linda</i>	00001	GC-01; GC-02; GC-03
<i>Tagawa, Ann</i>	00001	GC-01; GC-02; GC-03
<i>Tagge, Betty</i>	00001	GC-01; GC-02; GC-03
<i>Taggart, Deborah</i>	00001	GC-01; GC-02; GC-03
<i>Tagle, Wayne</i>	00001	GC-01; GC-02; GC-03
<i>Tait, Erline</i>	00001	GC-01; GC-02; GC-03
<i>Takiguchi, Monica</i>	00001	GC-01; GC-02; GC-03
<i>Takush, Kathie E.</i>	00001	GC-01; GC-02; GC-03
<i>Talbert, Paul</i>	00001	GC-01; GC-02; GC-03
<i>Talbot, James</i>	00001	GC-01; GC-02; GC-03
<i>Talbot, Susan</i>	00001	GC-01; GC-02; GC-03
<i>Talbott, Diana</i>	00001	GC-01; GC-02; GC-03
<i>Talbott, William</i>	00001	GC-01; GC-02; GC-03
<i>Talhami, Michelle</i>	00001	GC-01; GC-02; GC-03
<i>Taliaferro, Jessica</i>	00001	GC-01; GC-02; GC-03
<i>Talleagle, David</i>	00001	GC-01; GC-02; GC-03
<i>Talley, Linda</i>	00001	GC-01; GC-02; GC-03
<i>Talma, Mirjam</i>	00001	GC-01; GC-02; GC-03
<i>Tamargo, Jorge J.</i>	00001	GC-01; GC-02; GC-03
<i>Tamasik, Catherine</i>	00001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
<i>Tamimi, Nawal</i>	O0001	GC-01; GC-02; GC-03
<i>Tan, Kristen</i>	O0001	GC-01; GC-02; GC-03
<i>Tangi, Anna</i>	O0001	GC-01; GC-02; GC-03
<i>Tanke, Joseph</i>	O0001	GC-01; GC-02; GC-03
<i>Tanner, Marquita</i>	O0001	GC-01; GC-02; GC-03
<i>Tao, Carol</i>	O0001	GC-01; GC-02; GC-03
<i>Tapella, Joanne</i>	O0001	GC-01; GC-02; GC-03
<i>Tapp, Elizabeth</i>	O0001	GC-01; GC-02; GC-03
<i>Tarasar, Laura</i>	O0001	GC-01; GC-02; GC-03
<i>Tarmann, Natascha</i>	O0001	GC-01; GC-02; GC-03
<i>Taroli, Garry</i>	O0001	GC-01; GC-02; GC-03
<i>Tarver, Letitia</i>	O0001	GC-01; GC-02; GC-03
<i>Tasto, Henry</i>	O0001	GC-01; GC-02; GC-03
<i>Tate, Connie</i>	O0001	GC-01; GC-02; GC-03
<i>Tatom, Andy</i>	O0001	GC-01; GC-02; GC-03
<i>Tatum, Nancy</i>	O0001	GC-01; GC-02; GC-03
<i>Taulman, Gerry</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Barbara</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Colleen</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Krista</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Matthew</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Patricia</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Polly</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Robin</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Adrienne</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Deborah</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Donald</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, James</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Jessica</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Laura Pitt</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Lindsay</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Mary Ann</i>	O0001	GC-01; GC-02; GC-03
<i>Taylor, Robyn</i>	O0001	GC-01; GC-02; GC-03
<i>Tedesco, Terry</i>	O0001	GC-01; GC-02; GC-03
<i>Tedesco-Kerrick, Terry</i>	O0001	GC-01; GC-02; GC-03
<i>Teed, Teri</i>	O0001	GC-01; GC-02; GC-03
<i>Teed, Cornelia</i>	O0001	GC-01; GC-02; GC-03
<i>Teel, Shannon</i>	O0001	GC-01; GC-02; GC-03
<i>Teeter, Keith</i>	O0001	GC-01; GC-02; GC-03
<i>Teibloom-Mishkin, Judy</i>	O0001	GC-01; GC-02; GC-03
<i>Telfair II, Ray C.</i>	O0001	GC-01; GC-02; GC-03
<i>Teli, Ann Marie</i>	O0001	GC-01; GC-02; GC-03
<i>Tellez, Kimberlee</i>	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Tempelman, Steven	O0001	GC-01; GC-02; GC-03
Templeton, Bonnie	O0001	GC-01; GC-02; GC-03
Templeton, Kent	O0001	GC-01; GC-02; GC-03
Tendler, Marlene	O0001	GC-01; GC-02; GC-03
Tenerelli, Brenda	O0001	GC-01; GC-02; GC-03
Tennant, Lee	O0001	GC-01; GC-02; GC-03
Tenney, Amanda	O0001	GC-01; GC-02; GC-03
Tenney, Joanne	O0001	GC-01; GC-02; GC-03
Tepe, Roger	O0001	GC-01; GC-02; GC-03
Tereschak, Cassandra	O0001	GC-01; GC-02; GC-03
Terhune, Anne	O0001	GC-01; GC-02; GC-03
Terre, Karen	O0001	GC-01; GC-02; GC-03
Terrill, Lynn	O0001	GC-01; GC-02; GC-03
Terry, Nicole	O0001	GC-01; GC-02; GC-03
Terry, Michael	O0001	GC-01; GC-02; GC-03
Terry, Robin	O0001	GC-01; GC-02; GC-03
Terry-Steckbeck, Karen	O0001	GC-01; GC-02; GC-03
Tesorero, Greg	O0001	GC-01; GC-02; GC-03
Tetro, Barbara	O0001	GC-01; GC-02; GC-03
Tetzlaff, Lois	O0001	GC-01; GC-02; GC-03
Tew, Coleen	O0001	GC-01; GC-02; GC-03
Texas, Worried in	O0001	GC-01; GC-02; GC-03
Thayer, Bruce	O0001	GC-01; GC-02; GC-03
Thayer, Russ	O0001	GC-01; GC-02; GC-03
Theis, Karla	O0001	GC-01; GC-02; GC-03
Thelander, Donna	O0001	GC-01; GC-02; GC-03
Themelis, Pam	O0001	GC-01; GC-02; GC-03
Themm, Caroline	O0001	GC-01; GC-02; GC-03
Therrien, Elaina	O0001	GC-01; GC-02; GC-03
Thinnes, Teresa	O0001	GC-01; GC-02; GC-03
Tholl, Jonathan	O0001	GC-01; GC-02; GC-03
Thoma, Chris	O0001	GC-01; GC-02; GC-03
Thoma, John	O0001	GC-01; GC-02; GC-03
Thomas, Andrew	O0001	GC-01; GC-02; GC-03
Thomas, Betty	O0001	GC-01; GC-02; GC-03
Thomas, Jamie	O0001	GC-01; GC-02; GC-03
Thomas, Jennifer	O0001	GC-01; GC-02; GC-03
Thomas, John	O0001	GC-01; GC-02; GC-03
Thomas, Joyce	O0001	GC-01; GC-02; GC-03
Thomas, Patricia	O0001	GC-01; GC-02; GC-03
Thomas, Eva	O0001	GC-01; GC-02; GC-03
Thomas, Marcia	O0001	GC-01; GC-02; GC-03
Thomas, Peggy	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Thomas, Toni	O0001	GC-01; GC-02; GC-03
Thomas-Brown, Pauline	O0001	GC-01; GC-02; GC-03
Thomasson, Robert	O0001	GC-01; GC-02; GC-03
Thomasson, Tabitha	O0001	GC-01; GC-02; GC-03
Thompson, Amy	O0001	GC-01; GC-02; GC-03
Thompson, Erin	O0001	GC-01; GC-02; GC-03
Thompson, Ronald	O0001	GC-01; GC-02; GC-03
Thompson, Teri	O0001	GC-01; GC-02; GC-03
Thompson, Don	O0001	GC-01; GC-02; GC-03
Thompson, Gary	O0001	GC-01; GC-02; GC-03
Thompson, Geraldine	O0001	GC-01; GC-02; GC-03
Thompson, John	O0001	GC-01; GC-02; GC-03
Thompson, Lauren	O0001	GC-01; GC-02; GC-03
Thompson, Robert	O0001	GC-01; GC-02; GC-03
Thompson, Steve	O0001	GC-01; GC-02; GC-03
Thompson, Susan	O0001	GC-01; GC-02; GC-03
Thompson, T.J.	O0001	GC-01; GC-02; GC-03
Thompson, Mary Ann	O0001	GC-01; GC-02; GC-03
Thorn, Debbie	O0001	GC-01; GC-02; GC-03
Thorn, Jennifer	O0001	GC-01; GC-02; GC-03
Thorn, Sandra	O0001	GC-01; GC-02; GC-03
Thornberry, Bob	O0001	GC-01; GC-02; GC-03
Thornburg, Merrie	O0001	GC-01; GC-02; GC-03
Thornburg, Theresa	O0001	GC-01; GC-02; GC-03
Thornton, Susan	O0001	GC-01; GC-02; GC-03
Thorp, Charles	O0001	GC-01; GC-02; GC-03
Thorsen, Terry	O0001	GC-01; GC-02; GC-03
Thran, Kathleen	O0001	GC-01; GC-02; GC-03
Thrower, Michelle	O0001	GC-01; GC-02; GC-03
Thuneman, Eric	O0001	GC-01; GC-02; GC-03
Thurman, Larry	O0001	GC-01; GC-02; GC-03
Thyne, Rubynelle	O0001	GC-01; GC-02; GC-03
Tice, Paula	O0001	GC-01; GC-02; GC-03
Tiefer, Hillary	O0001	GC-01; GC-02; GC-03
Tierney, Renee	O0001	GC-01; GC-02; GC-03
Tieso, Jovita	O0001	GC-01; GC-02; GC-03
Tiessen, Grace	O0001	GC-01; GC-02; GC-03
Tilds, Laura	O0001	GC-01; GC-02; GC-03
Tillery, Bruce	O0001	GC-01; GC-02; GC-03
Tilley, Angi	O0001	GC-01; GC-02; GC-03
Tilli, David	O0001	GC-01; GC-02; GC-03
Tillman, Barbara	O0001	GC-01; GC-02; GC-03
Tillotson, James	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Timme, Charlotte J.	O0001	GC-01; GC-02; GC-03
Timmerman, Jane	O0001	GC-01; GC-02; GC-03
Timmins, M.	O0001	GC-01; GC-02; GC-03
Tine, Tina	O0001	GC-01; GC-02; GC-03
Tinkle, Britt	O0001	GC-01; GC-02; GC-03
Tippens, Rebecca	O0001	GC-01; GC-02; GC-03
Tiritilli, Debra	O0001	GC-01; GC-02; GC-03
Tittle, James	O0001	GC-01; GC-02; GC-03
Tobias, Alice	O0001	GC-01; GC-02; GC-03
Tobolski, Kelly	O0001	GC-01; GC-02; GC-03
Tochtermann, Susan	O0001	GC-01; GC-02; GC-03
Todaro, Tom	O0001	GC-01; GC-02; GC-03
Todd, Craig	O0001	GC-01; GC-02; GC-03
Todd, Janis	O0001	GC-01; GC-02; GC-03
Todd, Maryellen	O0001	GC-01; GC-02; GC-03
Todd, Robin	O0001	GC-01; GC-02; GC-03
Todd, Theresa	O0001	GC-01; GC-02; GC-03
Toepfer, Donna	O0001	GC-01; GC-02; GC-03
Togashi, James	O0001	GC-01; GC-02; GC-03
Toister, Jan	O0001	GC-01; GC-02; GC-03
Tokarz, Joan	O0001	GC-01; GC-02; GC-03
Tollefson-Conard, Margot	O0001	GC-01; GC-02; GC-03
Tollick, Diane	O0001	GC-01; GC-02; GC-03
Tomasello, Pela	O0001	GC-01; GC-02; GC-03
Tomaszewski, Jacqui	O0001	GC-01; GC-02; GC-03
Tomczyk, Martine	O0001	GC-01; GC-02; GC-03
Tomlin, Curtis	O0001	GC-01; GC-02; GC-03
Tomlin, Greg	O0001	GC-01; GC-02; GC-03
Toncray, Mark	O0001	GC-01; GC-02; GC-03
Toner, Patricia	O0001	GC-01; GC-02; GC-03
Tonsing, Richard	O0001	GC-01; GC-02; GC-03
Tootell, Joan	O0001	GC-01; GC-02; GC-03
Toothaker, Holly	O0001	GC-01; GC-02; GC-03
Topping, Sheryll	O0001	GC-01; GC-02; GC-03
Torchenot, Ferold	O0001	GC-01; GC-02; GC-03
Torosian, Helen	O0001	GC-01; GC-02; GC-03
Torralba, Anthony	O0001	GC-01; GC-02; GC-03
Torres, Andrea	O0001	GC-01; GC-02; GC-03
Torres, Edwi	O0001	GC-01; GC-02; GC-03
Torres, Joe	O0001	GC-01; GC-02; GC-03
Torres, Matthew	O0001	GC-01; GC-02; GC-03
Torres, Susan	O0001	GC-01; GC-02; GC-03
Torretta, Ron	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Torrisi, Sharon	O0001	GC-01; GC-02; GC-03
Toscos, Karen	O0001	GC-01; GC-02; GC-03
Toto, Michael	O0001	GC-01; GC-02; GC-03
Totty, Mary	O0001	GC-01; GC-02; GC-03
Toven, Wayne	O0001	GC-01; GC-02; GC-03
Townill, Linda	O0001	GC-01; GC-02; GC-03
Towns, Ferrell	O0001	GC-01; GC-02; GC-03
Townsend, Sue	O0001	GC-01; GC-02; GC-03
Townsend, Trisha	O0001	GC-01; GC-02; GC-03
Townsend, Cheryl	O0001	GC-01; GC-02; GC-03
Townsend, Elizabeth	O0001	GC-01; GC-02; GC-03
Townshend, Elisa	O0001	GC-01; GC-02; GC-03
Toyohara, Karen	O0001	GC-01; GC-02; GC-03
Tran, Sheila	O0001	GC-01; GC-02; GC-03
Trapp, Linda	O0001	GC-01; GC-02; GC-03
Traub, Barbara	O0001	GC-01; GC-02; GC-03
Trauger, Adam	O0001	GC-01; GC-02; GC-03
Trauth, Beti Webb	O0001	GC-01; GC-02; GC-03
Travis, Michael	O0001	GC-01; GC-02; GC-03
Travis, Teri	O0001	GC-01; GC-02; GC-03
Travis, Nate	O0001	GC-01; GC-02; GC-03
Tregidgo, Richard	O0001	GC-01; GC-02; GC-03
Treharne, Kathleen	O0001	GC-01; GC-02; GC-03
Treistman, Sharon	O0001	GC-01; GC-02; GC-03
Trembath, Galen	O0001	GC-01; GC-02; GC-03
Trembly, Dennis	O0001	GC-01; GC-02; GC-03
Tremmel, Leonard	O0001	GC-01; GC-02; GC-03
Tresner, Nannette	O0001	GC-01; GC-02; GC-03
Tressler, Roy	O0001	GC-01; GC-02; GC-03
Treuhart, Linda	O0001	GC-01; GC-02; GC-03
Trevillian, Linda	O0001	GC-01; GC-02; GC-03
Tribbey, Chuck	O0001	GC-01; GC-02; GC-03
Trice, Tina	O0001	GC-01; GC-02; GC-03
Trickey, Eileen	O0001	GC-01; GC-02; GC-03
Trimm, James	O0001	GC-01; GC-02; GC-03
Trinkaus, Emily	O0001	GC-01; GC-02; GC-03
Trinkaus, J.	O0001	GC-01; GC-02; GC-03
Trinque, Eric	O0001	GC-01; GC-02; GC-03
Tripp, Martin	O0001	GC-01; GC-02; GC-03
Tripp, Wendy	O0001	GC-01; GC-02; GC-03
Trock, Yael	O0001	GC-01; GC-02; GC-03
Troje, Suzanne	O0001	GC-01; GC-02; GC-03
Trolander-An, Pati	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Trosper, Michelle	O0001	GC-01; GC-02; GC-03
Trosper, Cheryl	O0001	GC-01; GC-02; GC-03
Trosper, J.	O0001	GC-01; GC-02; GC-03
Trotta, Anthony	O0001	GC-01; GC-02; GC-03
Trout, Sandra	O0001	GC-01; GC-02; GC-03
Truan, Melanie	O0001	GC-01; GC-02; GC-03
True, Mary	O0001	GC-01; GC-02; GC-03
Truesdell, Suellen	O0001	GC-01; GC-02; GC-03
Trufan, Hal	O0001	GC-01; GC-02; GC-03
Trujillo Jr., Fred	O0001	GC-01; GC-02; GC-03
Trujillo, Kimberly	O0001	GC-01; GC-02; GC-03
Trussell, Kathryn	O0001	GC-01; GC-02; GC-03
Trygggeseth, Jackie	O0001	GC-01; GC-02; GC-03
Tshibangu, Mandy	O0001	GC-01; GC-02; GC-03
Tuber, Jack	O0001	GC-01; GC-02; GC-03
Tucay, Marlene	O0001	GC-01; GC-02; GC-03
Tucker, L.	O0001	GC-01; GC-02; GC-03
Tucker, Lucinda	O0001	GC-01; GC-02; GC-03
Tucker, Susan	O0001	GC-01; GC-02; GC-03
Tucker, Arlen	O0001	GC-01; GC-02; GC-03
Tucker, James	O0001	GC-01; GC-02; GC-03
Tucker, Lynn	O0001	GC-01; GC-02; GC-03
Tucker, Robert	O0001	GC-01; GC-02; GC-03
Tuell, Paul	O0001	GC-01; GC-02; GC-03
Tuftee, Laura	O0001	GC-01; GC-02; GC-03
Tullman, June	O0001	GC-01; GC-02; GC-03
Tulys, Walter	O0001	GC-01; GC-02; GC-03
Tumarkin, Alexandra	O0001	GC-01; GC-02; GC-03
Tuminski, Elizabeth	O0001	GC-01; GC-02; GC-03
Tungl, Pamela	O0001	GC-01; GC-02; GC-03
Tuominen, Mary	O0001	GC-01; GC-02; GC-03
Tupper, Thomas	O0001	GC-01; GC-02; GC-03
Turco, Jill	O0001	GC-01; GC-02; GC-03
Turetsky, Sami	O0001	GC-01; GC-02; GC-03
Turic, Breana	O0001	GC-01; GC-02; GC-03
Turner, Dawn	O0001	GC-01; GC-02; GC-03
Turner, Heather	O0001	GC-01; GC-02; GC-03
Turner, Kathleen	O0001	GC-01; GC-02; GC-03
Turner, Phyllis	O0001	GC-01; GC-02; GC-03
Turner, Rick	O0001	GC-01; GC-02; GC-03
Turner, Thomas	O0001	GC-01; GC-02; GC-03
Turner, Denise	O0001	GC-01; GC-02; GC-03
Turner, Elizabeth	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Turner, Jeanette	O0001	GC-01; GC-02; GC-03
Turner, Sean	O0001	GC-01; GC-02; GC-03
Turner, Sharon	O0001	GC-01; GC-02; GC-03
Turner, Tracy	O0001	GC-01; GC-02; GC-03
Turpin, Jo	O0001	GC-01; GC-02; GC-03
Turpin, JoAnne	O0001	GC-01; GC-02; GC-03
Turriago, German	O0001	GC-01; GC-02; GC-03
Tursi, Nicole	O0001	GC-01; GC-02; GC-03
Tuttle, Vicki	O0001	GC-01; GC-02; GC-03
Tweedy, Jeanne	O0001	GC-01; GC-02; GC-03
Twomey, Patrick	O0001	GC-01; GC-02; GC-03
Tyler, Wesley	O0001	GC-01; GC-02; GC-03
Tyler, Jan	O0001	GC-01; GC-02; GC-03
Tyler, Julie	O0001	GC-01; GC-02; GC-03
Tyler, Steve	O0001	GC-01; GC-02; GC-03
Tyndall, Lucy	O0001	GC-01; GC-02; GC-03
Tyus, Alma	O0001	GC-01; GC-02; GC-03
Ucko, Aaron	O0001	GC-01; GC-02; GC-03
Uditsky, Myrna	O0001	GC-01; GC-02; GC-03
Uebelacker, Judy	O0001	GC-01; GC-02; GC-03
Uhlir, C.	O0001	GC-01; GC-02; GC-03
Ulrich, Albert	O0001	GC-01; GC-02; GC-03
Ultsch, Marie-Anna	O0001	GC-01; GC-02; GC-03
Ummel, Heather	O0001	GC-01; GC-02; GC-03
Unangst, Doug	O0001	GC-01; GC-02; GC-03
Underwood, John	O0001	GC-01; GC-02; GC-03
Underwood, Julie	O0001	GC-01; GC-02; GC-03
Ungar, Elizabeth	O0001	GC-01; GC-02; GC-03
Unger, Michelle	O0001	GC-01; GC-02; GC-03
Upp, Cynthia	O0001	GC-01; GC-02; GC-03
Uppgaard, Heidi	O0001	GC-01; GC-02; GC-03
Urias, Victoria	O0001	GC-01; GC-02; GC-03
Uribe, Gladys	O0001	GC-01; GC-02; GC-03
Urteaga, Neal	O0001	GC-01; GC-02; GC-03
Utgaard, Nina	O0001	GC-01; GC-02; GC-03
Uttich, Richard	O0001	GC-01; GC-02; GC-03
Uyenishi, Steve	O0001	GC-01; GC-02; GC-03
V., Barbara	O0001	GC-01; GC-02; GC-03
V., Toni	O0001	GC-01; GC-02; GC-03
V.L., Judie	O0001	GC-01; GC-02; GC-03
Vachula, William	O0001	GC-01; GC-02; GC-03
Vail, Mark	O0001	GC-01; GC-02; GC-03
Vaillancourt, Michele	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Vairo, Sylvia	O0001	GC-01; GC-02; GC-03
Valaji, Medi	O0001	GC-01; GC-02; GC-03
Valastro, Cecile	O0001	GC-01; GC-02; GC-03
Valdez, Julie	O0001	GC-01; GC-02; GC-03
Valdivia, Susan	O0001	GC-01; GC-02; GC-03
Valencia, Suzanne	O0001	GC-01; GC-02; GC-03
Valentine, J.	O0001	GC-01; GC-02; GC-03
Valentine, Tonya	O0001	GC-01; GC-02; GC-03
Valentine, Jennifer	O0001	GC-01; GC-02; GC-03
Valentine, Karen	O0001	GC-01; GC-02; GC-03
Valerio, Jacquelyn	O0001	GC-01; GC-02; GC-03
Vallejos, James	O0001	GC-01; GC-02; GC-03
Valney, Shirley	O0001	GC-01; GC-02; GC-03
Valsangiacomo, Fulvio	O0001	GC-01; GC-02; GC-03
Van Alstyne, Annie	O0001	GC-01; GC-02; GC-03
Van Artsdalene, Grace	O0001	GC-01; GC-02; GC-03
Van Denburgh, Medora	O0001	GC-01; GC-02; GC-03
Van DeVenter, John	O0001	GC-01; GC-02; GC-03
Van Dyne, Mike	O0001	GC-01; GC-02; GC-03
Van Gerven, Claudia	O0001	GC-01; GC-02; GC-03
Van Kley, Elaine	O0001	GC-01; GC-02; GC-03
Van Leekwijck, Natalie	O0001	GC-01; GC-02; GC-03
Van Leuven, Phyllis	O0001	GC-01; GC-02; GC-03
Van Loo, Randy	O0001	GC-01; GC-02; GC-03
Van Ormer, Diana	O0001	GC-01; GC-02; GC-03
Van Velson, Nathan	O0001	GC-01; GC-02; GC-03
Van Wijk, Melissa	O0001	GC-01; GC-02; GC-03
Van Winkle, Jean Marie	O0001	GC-01; GC-02; GC-03
Vana, John	O0001	GC-01; GC-02; GC-03
Vanbuskirk, Paula	O0001	GC-01; GC-02; GC-03
Vandegrift, Debra	O0001	GC-01; GC-02; GC-03
Vandergrift, Julie	O0001	GC-01; GC-02; GC-03
Vanderhill, Margo	O0001	GC-01; GC-02; GC-03
Vanderleelie, Roy	O0001	GC-01; GC-02; GC-03
Vanderpoel, James	O0001	GC-01; GC-02; GC-03
Vandervennet, Robert	O0001	GC-01; GC-02; GC-03
Vandervere, Dan	O0001	GC-01; GC-02; GC-03
Vandervest, Mary Alma	O0001	GC-01; GC-02; GC-03
Vandyken, Barbara	O0001	GC-01; GC-02; GC-03
Vanhorne, Kristin	O0001	GC-01; GC-02; GC-03
Vanleeuwen, Suzanne	O0001	GC-01; GC-02; GC-03
Vanness, Barbara	O0001	GC-01; GC-02; GC-03
Vanstrien, R.	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
VanWinkle, Jean Marie	O0001	GC-01; GC-02; GC-03
Varanitsa, Oleg	O0001	GC-01; GC-02; GC-03
Varcoe, Donna D.	O0001	GC-01; GC-02; GC-03
Varela, Mariana	O0001	GC-01; GC-02; GC-03
Vargas, Nena	O0001	GC-01; GC-02; GC-03
Vargas, Angela	O0001	GC-01; GC-02; GC-03
Vargo, Phyllis	O0001	GC-01; GC-02; GC-03
Varner-Munt, Sheri	O0001	GC-01; GC-02; GC-03
Vasconcellos, Melissa	O0001	GC-01; GC-02; GC-03
Vasquez, Alex	O0001	GC-01; GC-02; GC-03
Vassil, Crystal	O0001	GC-01; GC-02; GC-03
Vatter, Sherry	O0001	GC-01; GC-02; GC-03
Vaughan, Carolyn	O0001	GC-01; GC-02; GC-03
Vaughan, Marsha	O0001	GC-01; GC-02; GC-03
Vaughan, Lisa	O0001	GC-01; GC-02; GC-03
Vaughn, Christie	O0001	GC-01; GC-02; GC-03
Vaughn, Theresa	O0001	GC-01; GC-02; GC-03
Vaught, Kevin	O0001	GC-01; GC-02; GC-03
Vawter, Rose	O0001	GC-01; GC-02; GC-03
Vayda, Karen Ziomek	O0001	GC-01; GC-02; GC-03
Vaz, Frank and Mary	O0001	GC-01; GC-02; GC-03
Vaz, Mary	O0001	GC-01; GC-02; GC-03
Vazquez, Sonia	O0001	GC-01; GC-02; GC-03
Vazquez, Tina	O0001	GC-01; GC-02; GC-03
Veazey, M.	O0001	GC-01; GC-02; GC-03
Veazey, Kenneth	O0001	GC-01; GC-02; GC-03
Vee, Ordell	O0001	GC-01; GC-02; GC-03
Vega Elizondo, Heather	O0001	GC-01; GC-02; GC-03
Vega, Heather Elizondo	O0001	GC-01; GC-02; GC-03
Vela Jr., Oscar	O0001	GC-01; GC-02; GC-03
Velechovsky, Natalie	O0001	GC-01; GC-02; GC-03
Velez, Sue	O0001	GC-01; GC-02; GC-03
Vena, Skip	O0001	GC-01; GC-02; GC-03
Ventenilla, Christine	O0001	GC-01; GC-02; GC-03
Ventura, Rose	O0001	GC-01; GC-02; GC-03
Venture, Marlene	O0001	GC-01; GC-02; GC-03
Veraldi, Anne	O0001	GC-01; GC-02; GC-03
Veralli, Robert	O0001	GC-01; GC-02; GC-03
Verbalis, Susan	O0001	GC-01; GC-02; GC-03
Verbanic, Rhea	O0001	GC-01; GC-02; GC-03
Vergara, Karen	O0001	GC-01; GC-02; GC-03
Verkamp, Doris	O0001	GC-01; GC-02; GC-03
Verna, Diane	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Vernon, Margaret	O0001	GC-01; GC-02; GC-03
Verzosa, Paul	O0001	GC-01; GC-02; GC-03
Vespoli, Lewis	O0001	GC-01; GC-02; GC-03
Vest, Martha	O0001	GC-01; GC-02; GC-03
Vestias, Eusebio Manuel Vesti	O0001	GC-01; GC-02; GC-03
Viacrucis, John	O0001	GC-01; GC-02; GC-03
Vicknair, Dawn	O0001	GC-01; GC-02; GC-03
Vieira, Raquel	O0001	GC-01; GC-02; GC-03
Vielhaber, Janet	O0001	GC-01; GC-02; GC-03
Vigna, Lauren	O0001	GC-01; GC-02; GC-03
Viljoen, Christina	O0001	GC-01; GC-02; GC-03
Villamizar, Herman	O0001	GC-01; GC-02; GC-03
Villarroel, Erick	O0001	GC-01; GC-02; GC-03
Villeneuve, Michele	O0001	GC-01; GC-02; GC-03
Villinger, Beverly	O0001	GC-01; GC-02; GC-03
Vincent, Bruce	O0001	GC-01; GC-02; GC-03
Viney, James	O0001	GC-01; GC-02; GC-03
Vinton, Janine	O0001	GC-01; GC-02; GC-03
Violante, Michael	O0001	GC-01; GC-02; GC-03
Visioli, Lori	O0001	GC-01; GC-02; GC-03
Vitek, Sandi	O0001	GC-01; GC-02; GC-03
Vitello, J.	O0001	GC-01; GC-02; GC-03
Vitro, Mary	O0001	GC-01; GC-02; GC-03
Vogel, Jeanne	O0001	GC-01; GC-02; GC-03
Vogel, Anne	O0001	GC-01; GC-02; GC-03
Vogel, Gloria	O0001	GC-01; GC-02; GC-03
Vogel, William	O0001	GC-01; GC-02; GC-03
Vojtisek, John	O0001	GC-01; GC-02; GC-03
Volans, Mark	O0001	GC-01; GC-02; GC-03
Volgamore, Katrina	O0001	GC-01; GC-02; GC-03
Volk, Shelley	O0001	GC-01; GC-02; GC-03
Vollbrecht, Melanie	O0001	GC-01; GC-02; GC-03
Volpatti, Dan	O0001	GC-01; GC-02; GC-03
Von Alten, Bruce	O0001	GC-01; GC-02; GC-03
Von Higgins, Tiffany	O0001	GC-01; GC-02; GC-03
Von Schmacht, Susan	O0001	GC-01; GC-02; GC-03
Von Szalay, Paul	O0001	GC-01; GC-02; GC-03
Von Uht, Kenneth	O0001	GC-01; GC-02; GC-03
Vonderahe, Irene	O0001	GC-01; GC-02; GC-03
Voracheck, Mary	O0001	GC-01; GC-02; GC-03
Vorhees, Miranda	O0001	GC-01; GC-02; GC-03
Voronov, Mikhail	O0001	GC-01; GC-02; GC-03
Vorse, Stephanie	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Voth III, Theodore	O0001	GC-01; GC-02; GC-03
Voyles, Neilda	O0001	GC-01; GC-02; GC-03
Voyles, Tamara	O0001	GC-01; GC-02; GC-03
Vreeland, Mollie	O0001	GC-01; GC-02; GC-03
Vukin, Matt	O0001	GC-01; GC-02; GC-03
Vullo, Tom	O0001	GC-01; GC-02; GC-03
W. J.	O0001	GC-01; GC-02; GC-03
W., Libby	O0001	GC-01; GC-02; GC-03
W., Sheryl	O0001	GC-01; GC-02; GC-03
Wachowski, Diane	O0001	GC-01; GC-02; GC-03
Wachtel, Fern	O0001	GC-01; GC-02; GC-03
Wacker, Marcie	O0001	GC-01; GC-02; GC-03
Waddill, Elizabeth	O0001	GC-01; GC-02; GC-03
Wade, Kimberly	O0001	GC-01; GC-02; GC-03
Wade, Sherry	O0001	GC-01; GC-02; GC-03
Wade, Emily	O0001	GC-01; GC-02; GC-03
Wade, G.F.	O0001	GC-01; GC-02; GC-03
Wade, Gloria	O0001	GC-01; GC-02; GC-03
Wade, Julie	O0001	GC-01; GC-02; GC-03
Wadsworth, Andrew	O0001	GC-01; GC-02; GC-03
Wagenhauser, James	O0001	GC-01; GC-02; GC-03
Wagner, Bruce	O0001	GC-01; GC-02; GC-03
Wagner, Robert	O0001	GC-01; GC-02; GC-03
Wagner, Brenda	O0001	GC-01; GC-02; GC-03
Wagner, Herman	O0001	GC-01; GC-02; GC-03
Wagner, Inge	O0001	GC-01; GC-02; GC-03
Wagner, Pat	O0001	GC-01; GC-02; GC-03
Wahlers, Dorothy	O0001	GC-01; GC-02; GC-03
Waine, Linda	O0001	GC-01; GC-02; GC-03
Wait, Cheryl	O0001	GC-01; GC-02; GC-03
Wait, Dawn	O0001	GC-01; GC-02; GC-03
Waitz, Mary	O0001	GC-01; GC-02; GC-03
Wakiji, Dana	O0001	GC-01; GC-02; GC-03
Wakild, Susan	O0001	GC-01; GC-02; GC-03
Walden, Patricia	O0001	GC-01; GC-02; GC-03
Walden, Sue	O0001	GC-01; GC-02; GC-03
Waldron, Carla	O0001	GC-01; GC-02; GC-03
Waldron, Janice	O0001	GC-01; GC-02; GC-03
Wales, Melissa	O0001	GC-01; GC-02; GC-03
Walin, Kathleen	O0001	GC-01; GC-02; GC-03
Walker, Ann	O0001	GC-01; GC-02; GC-03
Walker, Dale	O0001	GC-01; GC-02; GC-03
Walker, David	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Walker, Gay	O0001	GC-01; GC-02; GC-03
Walker, Hayli	O0001	GC-01; GC-02; GC-03
Walker, Joan	O0001	GC-01; GC-02; GC-03
Walker, Keith	O0001	GC-01; GC-02; GC-03
Walker, Nora	O0001	GC-01; GC-02; GC-03
Walker, Robert	O0001	GC-01; GC-02; GC-03
Walker, Verla D.	O0001	GC-01; GC-02; GC-03
Walker-Crawford, D.	O0001	GC-01; GC-02; GC-03
Walker-Ward, Ginelle	O0001	GC-01; GC-02; GC-03
Wall, Laura	O0001	GC-01; GC-02; GC-03
Wall, Pat	O0001	GC-01; GC-02; GC-03
Wall, Denise	O0001	GC-01; GC-02; GC-03
Wall, Shelly	O0001	GC-01; GC-02; GC-03
Wallace, V.R.	O0001	GC-01; GC-02; GC-03
Wallace, Matt	O0001	GC-01; GC-02; GC-03
Wallace, Sarah	O0001	GC-01; GC-02; GC-03
Wallace, Shelly	O0001	GC-01; GC-02; GC-03
Wallach, Lorna	O0001	GC-01; GC-02; GC-03
Waller, Sara	O0001	GC-01; GC-02; GC-03
Wallin, Patti	O0001	GC-01; GC-02; GC-03
Wallis, Andy	O0001	GC-01; GC-02; GC-03
Wallis, Linda	O0001	GC-01; GC-02; GC-03
Walls, Susan	O0001	GC-01; GC-02; GC-03
Walsh, Donald	O0001	GC-01; GC-02; GC-03
Walsh, Allison	O0001	GC-01; GC-02; GC-03
Walsh, Frank	O0001	GC-01; GC-02; GC-03
Walsh, Marce	O0001	GC-01; GC-02; GC-03
Walsh, Sharon	O0001	GC-01; GC-02; GC-03
Walsh, Steve	O0001	GC-01; GC-02; GC-03
Walsh, Tom	O0001	GC-01; GC-02; GC-03
Waltasti, Marilyn	O0001	GC-01; GC-02; GC-03
Walter, Ernest	O0001	GC-01; GC-02; GC-03
Walters, C.	O0001	GC-01; GC-02; GC-03
Walters, Kenneth	O0001	GC-01; GC-02; GC-03
Walters, Linda	O0001	GC-01; GC-02; GC-03
Walters, Wendy	O0001	GC-01; GC-02; GC-03
Walters, Cathy	O0001	GC-01; GC-02; GC-03
Walters, Lynn	O0001	GC-01; GC-02; GC-03
Walters, Rick	O0001	GC-01; GC-02; GC-03
Walthers, Lisa	O0001	GC-01; GC-02; GC-03
Waltman, Karen	O0001	GC-01; GC-02; GC-03
Walton, Jill	O0001	GC-01; GC-02; GC-03
Walton, John	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Walturz, Christine	O0001	GC-01; GC-02; GC-03
Walzer, Peter	O0001	GC-01; GC-02; GC-03
Wanasek, Ruth	O0001	GC-01; GC-02; GC-03
Wang, Rebecca	O0001	GC-01; GC-02; GC-03
Wang, Beck	O0001	GC-01; GC-02; GC-03
Wanzer, Paula	O0001	GC-01; GC-02; GC-03
Ward, Lindsay	O0001	GC-01; GC-02; GC-03
Ward, Nancy	O0001	GC-01; GC-02; GC-03
Ward, Richard	O0001	GC-01; GC-02; GC-03
Ward, Rosemary	O0001	GC-01; GC-02; GC-03
Ward, Denise	O0001	GC-01; GC-02; GC-03
Ward, Diana	O0001	GC-01; GC-02; GC-03
Ward, Dona	O0001	GC-01; GC-02; GC-03
Ward, Marvin J.	O0001	GC-01; GC-02; GC-03
Ward, Ralph	O0001	GC-01; GC-02; GC-03
Ward, Sheila	O0001	GC-01; GC-02; GC-03
Ward, Susan	O0001	GC-01; GC-02; GC-03
Ward, Terrence	O0001	GC-01; GC-02; GC-03
Wardle, Christopher	O0001	GC-01; GC-02; GC-03
Ware, Betty	O0001	GC-01; GC-02; GC-03
Warkoczewski, Marlene	O0001	GC-01; GC-02; GC-03
Warner, Thomas	O0001	GC-01; GC-02; GC-03
Warren, Scott	O0001	GC-01; GC-02; GC-03
Warren, A. Taylor	O0001	GC-01; GC-02; GC-03
Warrenburg, Stephen	O0001	GC-01; GC-02; GC-03
Warrington, Jason	O0001	GC-01; GC-02; GC-03
Wasgatt, Ann	O0001	GC-01; GC-02; GC-03
Washington, Craig	O0001	GC-01; GC-02; GC-03
Wasielewski, Alison	O0001	GC-01; GC-02; GC-03
Wassell, Pamela	O0001	GC-01; GC-02; GC-03
Wasserman, Dennis	O0001	GC-01; GC-02; GC-03
Wasserman, Herbert	O0001	GC-01; GC-02; GC-03
Waterhouse, Robin	O0001	GC-01; GC-02; GC-03
Waters, Anje'	O0001	GC-01; GC-02; GC-03
Waters, Liam	O0001	GC-01; GC-02; GC-03
Waterworth, Pamela	O0001	GC-01; GC-02; GC-03
Watola, Danuta	O0001	GC-01; GC-02; GC-03
Watson, Elizabeth	O0001	GC-01; GC-02; GC-03
Watson, Fran	O0001	GC-01; GC-02; GC-03
Watson, John	O0001	GC-01; GC-02; GC-03
Watson, Patrick	O0001	GC-01; GC-02; GC-03
Watson, Carrie	O0001	GC-01; GC-02; GC-03
Watson, Chris	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Watson, Claire	O0001	GC-01; GC-02; GC-03
Watson, Harold	O0001	GC-01; GC-02; GC-03
Watson, Lisa	O0001	GC-01; GC-02; GC-03
Watson, Richard	O0001	GC-01; GC-02; GC-03
Watters, Cheryl	O0001	GC-01; GC-02; GC-03
Watters, Whitney	O0001	GC-01; GC-02; GC-03
Watts, Barb	O0001	GC-01; GC-02; GC-03
Watts, Elizabeth	O0001	GC-01; GC-02; GC-03
Watts, Martin	O0001	GC-01; GC-02; GC-03
Waugh, Wendy	O0001	GC-01; GC-02; GC-03
Weakley, Diane	O0001	GC-01; GC-02; GC-03
Weant-Leavitt, Margaret	O0001	GC-01; GC-02; GC-03
Weatherly, Brooke	O0001	GC-01; GC-02; GC-03
Weaver, Carol	O0001	GC-01; GC-02; GC-03
Weaver, Elaine	O0001	GC-01; GC-02; GC-03
Weaver, John	O0001	GC-01; GC-02; GC-03
Weaver, Kathleen	O0001	GC-01; GC-02; GC-03
Weaver, Mike	O0001	GC-01; GC-02; GC-03
Weaver, Wes	O0001	GC-01; GC-02; GC-03
Webb, Anne	O0001	GC-01; GC-02; GC-03
Webb, Helen	O0001	GC-01; GC-02; GC-03
Webb, Jane	O0001	GC-01; GC-02; GC-03
Weber, Carolyn	O0001	GC-01; GC-02; GC-03
Weber, Jeanine	O0001	GC-01; GC-02; GC-03
Weber-Olsen, Marcia	O0001	GC-01; GC-02; GC-03
Webster Roberson, Suzanne E.	O0001	GC-01; GC-02; GC-03
Webster, Eva	O0001	GC-01; GC-02; GC-03
Webster, Judy	O0001	GC-01; GC-02; GC-03
Wechselblatt, Marylin	O0001	GC-01; GC-02; GC-03
Wechsler, Susan	O0001	GC-01; GC-02; GC-03
Wedow, Nancy	O0001	GC-01; GC-02; GC-03
Weed, Ardeth L.	O0001	GC-01; GC-02; GC-03
Weed, Warren	O0001	GC-01; GC-02; GC-03
Weger, Carol	O0001	GC-01; GC-02; GC-03
Wegman, Lisa	O0001	GC-01; GC-02; GC-03
Wegner, Jennifer	O0001	GC-01; GC-02; GC-03
Wegner, Judith	O0001	GC-01; GC-02; GC-03
Wegner, Thomas	O0001	GC-01; GC-02; GC-03
Wegscheider-Kissinger, Vicki	O0001	GC-01; GC-02; GC-03
Weigel, Alice	O0001	GC-01; GC-02; GC-03
Weil, Rosemary	O0001	GC-01; GC-02; GC-03
Weil, Susanne	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Weiland, Sherry	O0001	GC-01; GC-02; GC-03
Weil-Martin, Carla	O0001	GC-01; GC-02; GC-03
Wein, Joanne	O0001	GC-01; GC-02; GC-03
Weinberg, Robert	O0001	GC-01; GC-02; GC-03
Weiner, Linda	O0001	GC-01; GC-02; GC-03
Weiner, Mary Ellen	O0001	GC-01; GC-02; GC-03
Weinmann, Joyce	O0001	GC-01; GC-02; GC-03
Weinstein, Mardy	O0001	GC-01; GC-02; GC-03
Weinstein, Nina	O0001	GC-01; GC-02; GC-03
Weinzveg, Barry	O0001	GC-01; GC-02; GC-03
Weis, Judith	O0001	GC-01; GC-02; GC-03
Weis, Marie	O0001	GC-01; GC-02; GC-03
Weisberg, Steven	O0001	GC-01; GC-02; GC-03
Weisgram, Stefanie	O0001	GC-01; GC-02; GC-03
Weiskott, Alan	O0001	GC-01; GC-02; GC-03
Weiss, Allan	O0001	GC-01; GC-02; GC-03
Weiss, Stuart	O0001	GC-01; GC-02; GC-03
Weissglass, Roberta	O0001	GC-01; GC-02; GC-03
Weitzman, Anna	O0001	GC-01; GC-02; GC-03
Wekselman, William	O0001	GC-01; GC-02; GC-03
Welch, Dave	O0001	GC-01; GC-02; GC-03
Welch, Joanna	O0001	GC-01; GC-02; GC-03
Welch, William	O0001	GC-01; GC-02; GC-03
Welde, Logan	O0001	GC-01; GC-02; GC-03
Weldon, Wendy	O0001	GC-01; GC-02; GC-03
Weller, Harriette	O0001	GC-01; GC-02; GC-03
Weller, Monica	O0001	GC-01; GC-02; GC-03
Wellin, Paul	O0001	GC-01; GC-02; GC-03
Wells, Joyce	O0001	GC-01; GC-02; GC-03
Wells, Lasha	O0001	GC-01; GC-02; GC-03
Wells, Janette	O0001	GC-01; GC-02; GC-03
Wells, Jeff	O0001	GC-01; GC-02; GC-03
Wells, R.	O0001	GC-01; GC-02; GC-03
Welsh, Meghan	O0001	GC-01; GC-02; GC-03
Welsh, Nancy Hilary	O0001	GC-01; GC-02; GC-03
Wendel, Tom	O0001	GC-01; GC-02; GC-03
Wendt, Kris	O0001	GC-01; GC-02; GC-03
Wenger, Kristin	O0001	GC-01; GC-02; GC-03
Wenk, Marlene	O0001	GC-01; GC-02; GC-03
Wenrich, Ray	O0001	GC-01; GC-02; GC-03
Wenrich, Tanya	O0001	GC-01; GC-02; GC-03
Wenzel, Joseph	O0001	GC-01; GC-02; GC-03
Wenzel, Mark	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Werner, Katherine	O0001	GC-01; GC-02; GC-03
Wert, Katharine	O0001	GC-01; GC-02; GC-03
Wertheim, Ellen	O0001	GC-01; GC-02; GC-03
Wertz, Deborah	O0001	GC-01; GC-02; GC-03
Wesche, Justin	O0001	GC-01; GC-02; GC-03
Weseley, Phoebe	O0001	GC-01; GC-02; GC-03
Wesley, F. Robert	O0001	GC-01; GC-02; GC-03
Wessels, Margaret	O0001	GC-01; GC-02; GC-03
West, Angela	O0001	GC-01; GC-02; GC-03
West, April	O0001	GC-01; GC-02; GC-03
West, Diane	O0001	GC-01; GC-02; GC-03
West, Justin	O0001	GC-01; GC-02; GC-03
West, Meredith	O0001	GC-01; GC-02; GC-03
West, Alice	O0001	GC-01; GC-02; GC-03
West, Bettie	O0001	GC-01; GC-02; GC-03
West, Carrie	O0001	GC-01; GC-02; GC-03
West, Emily	O0001	GC-01; GC-02; GC-03
West, Gertrude	O0001	GC-01; GC-02; GC-03
West, Jack	O0001	GC-01; GC-02; GC-03
West, Paul	O0001	GC-01; GC-02; GC-03
Westendorf, Nic	O0001	GC-01; GC-02; GC-03
Westin, Chris	O0001	GC-01; GC-02; GC-03
Westlake, Kim	O0001	GC-01; GC-02; GC-03
Westoby, Jacky	O0001	GC-01; GC-02; GC-03
Weston, John	O0001	GC-01; GC-02; GC-03
Westra, Jennifer	O0001	GC-01; GC-02; GC-03
Westwood, Susi	O0001	GC-01; GC-02; GC-03
Wetteland, Signe	O0001	GC-01; GC-02; GC-03
Wettersten, Jill	O0001	GC-01; GC-02; GC-03
Wetzel, Glen	O0001	GC-01; GC-02; GC-03
Weyer, Diane	O0001	GC-01; GC-02; GC-03
Whaley, George	O0001	GC-01; GC-02; GC-03
Wharton, Becky	O0001	GC-01; GC-02; GC-03
Whebbe, Pat	O0001	GC-01; GC-02; GC-03
Wheeler, Dorothy	O0001	GC-01; GC-02; GC-03
Wheeler, John	O0001	GC-01; GC-02; GC-03
Wheeler, Katherine	O0001	GC-01; GC-02; GC-03
Wheeler, Tara	O0001	GC-01; GC-02; GC-03
Wheeler, Vicki	O0001	GC-01; GC-02; GC-03
Whelan, Maria	O0001	GC-01; GC-02; GC-03
Whelan, V.	O0001	GC-01; GC-02; GC-03
Wheldon, Keith	O0001	GC-01; GC-02; GC-03
Whetstine, Linda	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
While, Judy	O0001	GC-01; GC-02; GC-03
Whipple, Wyman	O0001	GC-01; GC-02; GC-03
Whipple, Dave	O0001	GC-01; GC-02; GC-03
Whipple, Lisa	O0001	GC-01; GC-02; GC-03
Whippo, Robert	O0001	GC-01; GC-02; GC-03
Whitaker, Kay	O0001	GC-01; GC-02; GC-03
White, Bruce	O0001	GC-01; GC-02; GC-03
White, Joe	O0001	GC-01; GC-02; GC-03
White, Lois	O0001	GC-01; GC-02; GC-03
White, Nancy	O0001	GC-01; GC-02; GC-03
White, Terri	O0001	GC-01; GC-02; GC-03
White, Beverly	O0001	GC-01; GC-02; GC-03
White, Denny	O0001	GC-01; GC-02; GC-03
White, Mindi	O0001	GC-01; GC-02; GC-03
White, Phylis	O0001	GC-01; GC-02; GC-03
White, Rachel	O0001	GC-01; GC-02; GC-03
White, Rick	O0001	GC-01; GC-02; GC-03
White, Trina	O0001	GC-01; GC-02; GC-03
Whitehouse, Judy	O0001	GC-01; GC-02; GC-03
Whitehurst, Cheryl	O0001	GC-01; GC-02; GC-03
Whiterabbit, Herman	O0001	GC-01; GC-02; GC-03
Whiteside, Catherine	O0001	GC-01; GC-02; GC-03
Whiteside, Jane	O0001	GC-01; GC-02; GC-03
Whiting, Geoff	O0001	GC-01; GC-02; GC-03
Whitley, Linda	O0001	GC-01; GC-02; GC-03
Whitley, Rita	O0001	GC-01; GC-02; GC-03
Whitley, Carol	O0001	GC-01; GC-02; GC-03
Whitley, Carrie	O0001	GC-01; GC-02; GC-03
Whitley, Lee	O0001	GC-01; GC-02; GC-03
Whitlow, Brigitte	O0001	GC-01; GC-02; GC-03
Whitman, Rick	O0001	GC-01; GC-02; GC-03
Whitman, Fanny	O0001	GC-01; GC-02; GC-03
Whitmore, Gary	O0001	GC-01; GC-02; GC-03
Whitney, Ellen	O0001	GC-01; GC-02; GC-03
Whitney, Dana	O0001	GC-01; GC-02; GC-03
Whittemore, Karin	O0001	GC-01; GC-02; GC-03
Whyko-Marolda, Wendy	O0001	GC-01; GC-02; GC-03
Whyman, Barbara	O0001	GC-01; GC-02; GC-03
Whynott, Gregory	O0001	GC-01; GC-02; GC-03
Wickens, Stacey	O0001	GC-01; GC-02; GC-03
Wickham, Joan	O0001	GC-01; GC-02; GC-03
Wiebenson, Sarah	O0001	GC-01; GC-02; GC-03
Wieland, Martin	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Wieland, Loren	O0001	GC-01; GC-02; GC-03
Wienert, John	O0001	GC-01; GC-02; GC-03
Wiesner, John	O0001	GC-01; GC-02; GC-03
Wiesner, Leesa	O0001	GC-01; GC-02; GC-03
Wietek, Stefa	O0001	GC-01; GC-02; GC-03
Wigen, Connie	O0001	GC-01; GC-02; GC-03
Wiggins, Cathrine	O0001	GC-01; GC-02; GC-03
Wiggins, Heather	O0001	GC-01; GC-02; GC-03
Wii, Vee	O0001	GC-01; GC-02; GC-03
Wilbur, Lynn	O0001	GC-01; GC-02; GC-03
Wilburn, Patricia	O0001	GC-01; GC-02; GC-03
Wilcox, David	O0001	GC-01; GC-02; GC-03
Wilcox, Denise	O0001	GC-01; GC-02; GC-03
Wilde, Deena	O0001	GC-01; GC-02; GC-03
Wilde, Jacqueline	O0001	GC-01; GC-02; GC-03
Wilder, Shawn	O0001	GC-01; GC-02; GC-03
Wilder, Kathi	O0001	GC-01; GC-02; GC-03
Wilder, Laura	O0001	GC-01; GC-02; GC-03
Wilder, Therese Saint Clair	O0001	GC-01; GC-02; GC-03
Wilding, Mary	O0001	GC-01; GC-02; GC-03
Wiles, Kristin	O0001	GC-01; GC-02; GC-03
Wiley, Carol	O0001	GC-01; GC-02; GC-03
Wilfing, Janice	O0001	GC-01; GC-02; GC-03
Wilke, Gail	O0001	GC-01; GC-02; GC-03
Wilke, Larry	O0001	GC-01; GC-02; GC-03
Wilkinson, Bettina	O0001	GC-01; GC-02; GC-03
Wilkinson, Daniel	O0001	GC-01; GC-02; GC-03
Wilks, Andrew	O0001	GC-01; GC-02; GC-03
Willett, James	O0001	GC-01; GC-02; GC-03
Willett, Diane	O0001	GC-01; GC-02; GC-03
Willette, Brian	O0001	GC-01; GC-02; GC-03
Willey, Paula	O0001	GC-01; GC-02; GC-03
Willia, Marg	O0001	GC-01; GC-02; GC-03
Williams II, Clyde	O0001	GC-01; GC-02; GC-03
Williams, Carole	O0001	GC-01; GC-02; GC-03
Williams, Cassandra	O0001	GC-01; GC-02; GC-03
Williams, Catherine	O0001	GC-01; GC-02; GC-03
Williams, Cathy	O0001	GC-01; GC-02; GC-03
Williams, Christina	O0001	GC-01; GC-02; GC-03
Williams, David	O0001	GC-01; GC-02; GC-03
Williams, Debbie	O0001	GC-01; GC-02; GC-03
Williams, Kathleen	O0001	GC-01; GC-02; GC-03
Williams, Nijja	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Williams, Patricia	O0001	GC-01; GC-02; GC-03
Williams, Richard	O0001	GC-01; GC-02; GC-03
Williams, Susan	O0001	GC-01; GC-02; GC-03
Williams, Taffy	O0001	GC-01; GC-02; GC-03
Williams, Wade	O0001	GC-01; GC-02; GC-03
Williams, Adam	O0001	GC-01; GC-02; GC-03
Williams, Angie	O0001	GC-01; GC-02; GC-03
Williams, Beverly	O0001	GC-01; GC-02; GC-03
Williams, Diana	O0001	GC-01; GC-02; GC-03
Williams, Diane	O0001	GC-01; GC-02; GC-03
Williams, Gwyn	O0001	GC-01; GC-02; GC-03
Williams, Judy	O0001	GC-01; GC-02; GC-03
Williams, Katherine	O0001	GC-01; GC-02; GC-03
Williams, Lori	O0001	GC-01; GC-02; GC-03
Williams, Marian	O0001	GC-01; GC-02; GC-03
Williams, Marjorie	O0001	GC-01; GC-02; GC-03
Williams, Melissa	O0001	GC-01; GC-02; GC-03
Williams, Mitch	O0001	GC-01; GC-02; GC-03
Williams, Oliver	O0001	GC-01; GC-02; GC-03
Williams, Patty	O0001	GC-01; GC-02; GC-03
Williams, R.	O0001	GC-01; GC-02; GC-03
Williams, Tom	O0001	GC-01; GC-02; GC-03
Williams, Vicki	O0001	GC-01; GC-02; GC-03
Williams, Wayman	O0001	GC-01; GC-02; GC-03
Williams, Weldon	O0001	GC-01; GC-02; GC-03
Williamson, Bruce	O0001	GC-01; GC-02; GC-03
Williamson, Pat	O0001	GC-01; GC-02; GC-03
Willingham, Butch	O0001	GC-01; GC-02; GC-03
Willingham, Steve	O0001	GC-01; GC-02; GC-03
Willis, Karen	O0001	GC-01; GC-02; GC-03
Willis, Penny	O0001	GC-01; GC-02; GC-03
Willis, Millie	O0001	GC-01; GC-02; GC-03
Willson, Clyde	O0001	GC-01; GC-02; GC-03
Wilson, Donald	O0001	GC-01; GC-02; GC-03
Wilson, Kathy	O0001	GC-01; GC-02; GC-03
Wilson, Richard	O0001	GC-01; GC-02; GC-03
Wilson, Thomas	O0001	GC-01; GC-02; GC-03
Wilson, Agnew	O0001	GC-01; GC-02; GC-03
Wilson, Angela	O0001	GC-01; GC-02; GC-03
Wilson, Darla	O0001	GC-01; GC-02; GC-03
Wilson, Heather	O0001	GC-01; GC-02; GC-03
Wilson, Jim	O0001	GC-01; GC-02; GC-03
Wilson, Judith	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Wilson, Karen	O0001	GC-01; GC-02; GC-03
Wilson, Kristi	O0001	GC-01; GC-02; GC-03
Wilson, Margo	O0001	GC-01; GC-02; GC-03
Wilson, Nancy	O0001	GC-01; GC-02; GC-03
Wilson, Robin	O0001	GC-01; GC-02; GC-03
Wilson, Sherita	O0001	GC-01; GC-02; GC-03
Wilson, Steve	O0001	GC-01; GC-02; GC-03
Wilson, Susan	O0001	GC-01; GC-02; GC-03
Wilson, Tina	O0001	GC-01; GC-02; GC-03
Wilson, Wilson	O0001	GC-01; GC-02; GC-03
Winberry-Thompson, Pamela	O0001	GC-01; GC-02; GC-03
Winchester, Stew	O0001	GC-01; GC-02; GC-03
Windham, Dallas	O0001	GC-01; GC-02; GC-03
Windnagel, Jeff	O0001	GC-01; GC-02; GC-03
Winebrenner, Joyce	O0001	GC-01; GC-02; GC-03
Wing, Marjorie	O0001	GC-01; GC-02; GC-03
Winick, Dorothy	O0001	GC-01; GC-02; GC-03
Winkelmayr, Patricia	O0001	GC-01; GC-02; GC-03
Winkle, Annetta	O0001	GC-01; GC-02; GC-03
Winkle, Celeste	O0001	GC-01; GC-02; GC-03
Winkler, Diane	O0001	GC-01; GC-02; GC-03
Winkler, Elizabeth	O0001	GC-01; GC-02; GC-03
Winn, Debora	O0001	GC-01; GC-02; GC-03
Winner, Penny	O0001	GC-01; GC-02; GC-03
Winnicki, Kristine	O0001	GC-01; GC-02; GC-03
Winnop, Robert	O0001	GC-01; GC-02; GC-03
Winnubst, Karen	O0001	GC-01; GC-02; GC-03
Winograd, Deborah	O0001	GC-01; GC-02; GC-03
Winser, A.	O0001	GC-01; GC-02; GC-03
Winski, Barbara	O0001	GC-01; GC-02; GC-03
Winslow, Carole	O0001	GC-01; GC-02; GC-03
Winstead, Cody	O0001	GC-01; GC-02; GC-03
Winstead, A.	O0001	GC-01; GC-02; GC-03
Winstrom, Vi	O0001	GC-01; GC-02; GC-03
Winter, Charles	O0001	GC-01; GC-02; GC-03
Winterberger, Celeste	O0001	GC-01; GC-02; GC-03
Winterburn, Kathy	O0001	GC-01; GC-02; GC-03
Winter-Lisbeth, Merissa	O0001	GC-01; GC-02; GC-03
Winthrop, Hope	O0001	GC-01; GC-02; GC-03
Wintjen, Robin	O0001	GC-01; GC-02; GC-03
Wiorski, Marie	O0001	GC-01; GC-02; GC-03
Wirtenberger, Karl	O0001	GC-01; GC-02; GC-03
Wirth, Charles	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Wirth, Louis	O0001	GC-01; GC-02; GC-03
Wirth, Mark	O0001	GC-01; GC-02; GC-03
Wise, Sally	O0001	GC-01; GC-02; GC-03
Wiseman, Ann	O0001	GC-01; GC-02; GC-03
Wishnosky, Mary Ann	O0001	GC-01; GC-02; GC-03
Wishon, Christie	O0001	GC-01; GC-02; GC-03
Wisinski, Roger	O0001	GC-01; GC-02; GC-03
Wiswall, Diane	O0001	GC-01; GC-02; GC-03
Witt, Cynthia	O0001	GC-01; GC-02; GC-03
Wittl, Wendy	O0001	GC-01; GC-02; GC-03
Wittlinger, Jennifer	O0001	GC-01; GC-02; GC-03
Witzeman, Janet	O0001	GC-01; GC-02; GC-03
Woermann, Scott	O0001	GC-01; GC-02; GC-03
Wohlberg, Robert	O0001	GC-01; GC-02; GC-03
Wolenter, Ann	O0001	GC-01; GC-02; GC-03
Wolf, David	O0001	GC-01; GC-02; GC-03
Wolf, Jim	O0001	GC-01; GC-02; GC-03
Wolf, Joe	O0001	GC-01; GC-02; GC-03
Wolf, Mera	O0001	GC-01; GC-02; GC-03
Wolf, Crystal	O0001	GC-01; GC-02; GC-03
Wolf, Darlene	O0001	GC-01; GC-02; GC-03
Wolf, Robert	O0001	GC-01; GC-02; GC-03
Wolf, Rohana	O0001	GC-01; GC-02; GC-03
Wolfberg, Amy	O0001	GC-01; GC-02; GC-03
Wolfe, Shelley	O0001	GC-01; GC-02; GC-03
Wolfe, Charles A.	O0001	GC-01; GC-02; GC-03
Wolfe, Claire	O0001	GC-01; GC-02; GC-03
Wolfe, Gerald	O0001	GC-01; GC-02; GC-03
Wolff, Scott	O0001	GC-01; GC-02; GC-03
Wolfgang, Mara	O0001	GC-01; GC-02; GC-03
Wolfsohn, Edward	O0001	GC-01; GC-02; GC-03
Wolfsohn, Phil	O0001	GC-01; GC-02; GC-03
Woll, Margaret	O0001	GC-01; GC-02; GC-03
Wollman, Nan	O0001	GC-01; GC-02; GC-03
Wollum, Heidi	O0001	GC-01; GC-02; GC-03
Wolongevicz, Patricia	O0001	GC-01; GC-02; GC-03
Wolter, Audrey	O0001	GC-01; GC-02; GC-03
Woltman, Laurie	O0001	GC-01; GC-02; GC-03
Wolverton, Ronald	O0001	GC-01; GC-02; GC-03
Wolzen, Roxane	O0001	GC-01; GC-02; GC-03
Womble, Todd	O0001	GC-01; GC-02; GC-03
Wong, Deeann	O0001	GC-01; GC-02; GC-03
Wong, Kimberly	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Wood, Edward	O0001	GC-01; GC-02; GC-03
Wood, Jon	O0001	GC-01; GC-02; GC-03
Wood, Kim	O0001	GC-01; GC-02; GC-03
Wood, Margaret	O0001	GC-01; GC-02; GC-03
Wood, Richard	O0001	GC-01; GC-02; GC-03
Wood, Stacey	O0001	GC-01; GC-02; GC-03
Wood, Barbara	O0001	GC-01; GC-02; GC-03
Wood, George	O0001	GC-01; GC-02; GC-03
Wood, Judy	O0001	GC-01; GC-02; GC-03
Wood, Kellie	O0001	GC-01; GC-02; GC-03
Wood, Lynn	O0001	GC-01; GC-02; GC-03
Wood, Stephanie	O0001	GC-01; GC-02; GC-03
Woodall, Diann	O0001	GC-01; GC-02; GC-03
Woodard, Jud	O0001	GC-01; GC-02; GC-03
Woodhouse, Chandra	O0001	GC-01; GC-02; GC-03
Woodruff, Joanne	O0001	GC-01; GC-02; GC-03
Woods, Rocquelle	O0001	GC-01; GC-02; GC-03
Woods, Roth	O0001	GC-01; GC-02; GC-03
Woods, Tansy	O0001	GC-01; GC-02; GC-03
Woods, Pat	O0001	GC-01; GC-02; GC-03
Woodson, Koi	O0001	GC-01; GC-02; GC-03
Woodward, Ellis	O0001	GC-01; GC-02; GC-03
Woolery, Matt	O0001	GC-01; GC-02; GC-03
Woolsey, David A.	O0001	GC-01; GC-02; GC-03
Woolworth, Moriah	O0001	GC-01; GC-02; GC-03
Wootan, Cathy	O0001	GC-01; GC-02; GC-03
Wooton, Virginia	O0001	GC-01; GC-02; GC-03
Workman, Chuck	O0001	GC-01; GC-02; GC-03
Workman, Ray	O0001	GC-01; GC-02; GC-03
Worth, Paige	O0001	GC-01; GC-02; GC-03
Wortham, Roger	O0001	GC-01; GC-02; GC-03
Wortham, Victoria	O0001	GC-01; GC-02; GC-03
Wouk, Kari	O0001	GC-01; GC-02; GC-03
Wozniak, Steve	O0001	GC-01; GC-02; GC-03
Wraight, Sandra	O0001	GC-01; GC-02; GC-03
Wright III, Trigg	O0001	GC-01; GC-02; GC-03
Wright, Frank	O0001	GC-01; GC-02; GC-03
Wright, Frank and Jeanne	O0001	GC-01; GC-02; GC-03
Wright, Janet C.	O0001	GC-01; GC-02; GC-03
Wright, Jeffrey	O0001	GC-01; GC-02; GC-03
Wright, Kathy	O0001	GC-01; GC-02; GC-03
Wright, Kent	O0001	GC-01; GC-02; GC-03
Wright, Priscilla	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Wright, Sarah	O0001	GC-01; GC-02; GC-03
Wright, Sherri	O0001	GC-01; GC-02; GC-03
Wright, Karen	O0001	GC-01; GC-02; GC-03
Wright, Katherine	O0001	GC-01; GC-02; GC-03
Wright, Pamala	O0001	GC-01; GC-02; GC-03
Wright, Paula	O0001	GC-01; GC-02; GC-03
Wright, Steve	O0001	GC-01; GC-02; GC-03
Wright, Steven	O0001	GC-01; GC-02; GC-03
Writz, Gina	O0001	GC-01; GC-02; GC-03
Wszolek, Letitia	O0001	GC-01; GC-02; GC-03
Wu, Blake	O0001	GC-01; GC-02; GC-03
Wuetrich, Linda	O0001	GC-01; GC-02; GC-03
Wushensky, Sharon	O0001	GC-01; GC-02; GC-03
Wyant, Linda	O0001	GC-01; GC-02; GC-03
Wyatt, Aimee	O0001	GC-01; GC-02; GC-03
Wyatt, D.	O0001	GC-01; GC-02; GC-03
Wyland, Janet	O0001	GC-01; GC-02; GC-03
Wylie, Silet	O0001	GC-01; GC-02; GC-03
Wyman, Elizabeth	O0001	GC-01; GC-02; GC-03
Wynegar, Kayleen	O0001	GC-01; GC-02; GC-03
Wynne, Lou	O0001	GC-01; GC-02; GC-03
Wyse, Margo	O0001	GC-01; GC-02; GC-03
Xavier, Marjorie	O0001	GC-01; GC-02; GC-03
Y., Donna	O0001	GC-01; GC-02; GC-03
Yakovleva, Nataliya	O0001	GC-01; GC-02; GC-03
Yale, Patricia	O0001	GC-01; GC-02; GC-03
Yamauchi, R.	O0001	GC-01; GC-02; GC-03
Yancey, Robert	O0001	GC-01; GC-02; GC-03
Yancy, Jacklyn	O0001	GC-01; GC-02; GC-03
Yandrich, Michelle	O0001	GC-01; GC-02; GC-03
Yanke, Brian	O0001	GC-01; GC-02; GC-03
Yantselovskiy, Alexandr	O0001	GC-01; GC-02; GC-03
Yao, Tina	O0001	GC-01; GC-02; GC-03
Yasgur, Eleanor	O0001	GC-01; GC-02; GC-03
Yater, Jane	O0001	GC-01; GC-02; GC-03
Yates, Jan	O0001	GC-01; GC-02; GC-03
Yates, Ann	O0001	GC-01; GC-02; GC-03
Yazdi, Teri	O0001	GC-01; GC-02; GC-03
Yborra, Gail	O0001	GC-01; GC-02; GC-03
Yeager, Judy	O0001	GC-01; GC-02; GC-03
Yencich, Joseph A.	O0001	GC-01; GC-02; GC-03
Yenney, Judy	O0001	GC-01; GC-02; GC-03
Yerby, Leanne	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Yerden, Carol	O0001	GC-01; GC-02; GC-03
Yerry, Susan	O0001	GC-01; GC-02; GC-03
Yetiker, Faruk	O0001	GC-01; GC-02; GC-03
Yoak, Leora	O0001	GC-01; GC-02; GC-03
Yoches, Joe	O0001	GC-01; GC-02; GC-03
Yohe, Bonnie	O0001	GC-01; GC-02; GC-03
Yohe, Thomas	O0001	GC-01; GC-02; GC-03
Yokel, Ben	O0001	GC-01; GC-02; GC-03
Youd, Mark	O0001	GC-01; GC-02; GC-03
Youg, Kristin	O0001	GC-01; GC-02; GC-03
Youmans, K.	O0001	GC-01; GC-02; GC-03
Youmans, Mickey	O0001	GC-01; GC-02; GC-03
Younce, Penny	O0001	GC-01; GC-02; GC-03
Young, Amanda	O0001	GC-01; GC-02; GC-03
Young, Ann	O0001	GC-01; GC-02; GC-03
Young, Doug	O0001	GC-01; GC-02; GC-03
Young, Nancy	O0001	GC-01; GC-02; GC-03
Young, Philip	O0001	GC-01; GC-02; GC-03
Young, Rachel	O0001	GC-01; GC-02; GC-03
Young, Sheila	O0001	GC-01; GC-02; GC-03
Young, Brenda	O0001	GC-01; GC-02; GC-03
Young, Jo Ellen	O0001	GC-01; GC-02; GC-03
Young, Mary	O0001	GC-01; GC-02; GC-03
Young, Melanie	O0001	GC-01; GC-02; GC-03
Young, Susan	O0001	GC-01; GC-02; GC-03
Youngblood, Claborne	O0001	GC-01; GC-02; GC-03
Youngelson, Noah	O0001	GC-01; GC-02; GC-03
Younger, Lyn	O0001	GC-01; GC-02; GC-03
Yrastorza, Teresa	O0001	GC-01; GC-02; GC-03
Yturralde, MC	O0001	GC-01; GC-02; GC-03
Yunker, Mary	O0001	GC-01; GC-02; GC-03
Yurcaba, JoAnne	O0001	GC-01; GC-02; GC-03
Yuzawa, G.	O0001	GC-01; GC-02; GC-03
Z., Kristen	O0001	GC-01; GC-02; GC-03
Zaccagnino, David	O0001	GC-01; GC-02; GC-03
Zachariades, Catherine	O0001	GC-01; GC-02; GC-03
Zachary, Sandra	O0001	GC-01; GC-02; GC-03
Zachritz, Todd	O0001	GC-01; GC-02; GC-03
Zack, Mary	O0001	GC-01; GC-02; GC-03
Zackrone, Alex	O0001	GC-01; GC-02; GC-03
Zadro, Angedla	O0001	GC-01; GC-02; GC-03
Zagar, Virginia	O0001	GC-01; GC-02; GC-03
Zahradnik, Greg and Becky	O0001	GC-01; GC-02; GC-03

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Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Zajac, Andrea	O0001	GC-01; GC-02; GC-03
Zakar, Barry	O0001	GC-01; GC-02; GC-03
Zalesak, Margie	O0001	GC-01; GC-02; GC-03
Zaloski, Shari	O0001	GC-01; GC-02; GC-03
Zamalloa, Teresa	O0001	GC-01; GC-02; GC-03
Zampitella, Maryanne	O0001	GC-01; GC-02; GC-03
Zanders, Marya	O0001	GC-01; GC-02; GC-03
Zang, Rosi	O0001	GC-01; GC-02; GC-03
Zappala, Sam	O0001	GC-01; GC-02; GC-03
Zaret, Cortney	O0001	GC-01; GC-02; GC-03
Zarr, Debbie	O0001	GC-01; GC-02; GC-03
Zatloukal, Carolyn	O0001	GC-01; GC-02; GC-03
Zatman, Mari	O0001	GC-01; GC-02; GC-03
Zatopek, Linda	O0001	GC-01; GC-02; GC-03
Zebker, David	O0001	GC-01; GC-02; GC-03
Zebracki, Nancy	O0001	GC-01; GC-02; GC-03
Zeiger, Brigit	O0001	GC-01; GC-02; GC-03
Zeit, Steven	O0001	GC-01; GC-02; GC-03
Zelazny, Bernie	O0001	GC-01; GC-02; GC-03
Zelinski, Dawn	O0001	GC-01; GC-02; GC-03
Zell, Sabine	O0001	GC-01; GC-02; GC-03
Zeller, Lori	O0001	GC-01; GC-02; GC-03
Zellmer, Kevin	O0001	GC-01; GC-02; GC-03
Zellner, Angie	O0001	GC-01; GC-02; GC-03
Zeman, James	O0001	GC-01; GC-02; GC-03
Zemba, Tim	O0001	GC-01; GC-02; GC-03
Zembryki, Denise	O0001	GC-01; GC-02; GC-03
Zendzian, Paul	O0001	GC-01; GC-02; GC-03
Zeoli, Len	O0001	GC-01; GC-02; GC-03
Zerance, Angela	O0001	GC-01; GC-02; GC-03
Zerr, Laura	O0001	GC-01; GC-02; GC-03
Zeveloff, L.	O0001	GC-01; GC-02; GC-03
Ziegler, Russ	O0001	GC-01; GC-02; GC-03
Ziegler, Russell	O0001	GC-01; GC-02; GC-03
Ziegler, Herbert C.	O0001	GC-01; GC-02; GC-03
Zierikzee, R.	O0001	GC-01; GC-02; GC-03
Zillner, Chris	O0001	GC-01; GC-02; GC-03
Zillner, Linda	O0001	GC-01; GC-02; GC-03
Zimmer Jr., Harold	O0001	GC-01; GC-02; GC-03
Zimmerman, Pam	O0001	GC-01; GC-02; GC-03
Zimmermann, John	O0001	GC-01; GC-02; GC-03
Zink, Lydia	O0001	GC-01; GC-02; GC-03
Zinkan, Linda	O0001	GC-01; GC-02; GC-03

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
National Parks Conservation Association (Form Letter - Unedited)		
Zinn, Andrea	O0001	GC-01; GC-02; GC-03
Zinn, Robert	O0001	GC-01; GC-02; GC-03
Zinn, Chris	O0001	GC-01; GC-02; GC-03
Ziolkowski, Joe	O0001	GC-01; GC-02; GC-03
Zipes, Jeannette	O0001	GC-01; GC-02; GC-03
Zissu, Thoams	O0001	GC-01; GC-02; GC-03
Zitis, James	O0001	GC-01; GC-02; GC-03
Zoch, Margaret	O0001	GC-01; GC-02; GC-03
Zontek, Ken	O0001	GC-01; GC-02; GC-03
Zucker, Julie	O0001	GC-01; GC-02; GC-03
Zucker, Scott	O0001	GC-01; GC-02; GC-03
Zuckerman, Arlene	O0001	GC-01; GC-02; GC-03
Zuniga, Estela	O0001	GC-01; GC-02; GC-03
Zurenda, Robert	O0001	GC-01; GC-02; GC-03
Zywan, Katherine Barrett	O0001	GC-01; GC-02; GC-03
Wilderness Watch (Form Letter - Unedited)		
A, L	O0005	GC-01; WL-04
Aaron, Kris	O0005	GC-01; WL-04
Abashian, Tamara	O0005	GC-01; WL-04
Abel, August	O0005	GC-01; WL-04
Abel-Bey, Diane	O0005	GC-01; WL-04
abrams, sally	O0005	GC-01; WL-04
Acosta, Peggy	O0005	GC-01; WL-04
Adamick, Frank	O0005	GC-01; WL-04
Adams, Charlotte	O0005	GC-01; WL-04
Adams, Marsha	O0005	GC-01; WL-04
Adell, Valerie	O0005	GC-01; WL-04
Adler, Alissa	O0005	GC-01; WL-04
Adler, Barry	O0005	GC-01; WL-04
adsit, roy	O0005	GC-01; WL-04
Agee, Richard	O0005	GC-01; WL-04
Agelopoulos, Lisa	O0005	GC-01; WL-04
Agnew, Erika	O0005	GC-01; WL-04
Ague, Kate	O0005	GC-01; WL-04
Ahlstrand, Heidi	O0005	GC-01; WL-04
Aiello, Patrice	O0005	GC-01; WL-04
Albanese, Dawn	O0005	GC-01; WL-04
Albarran, Rafael	O0005	GC-01; WL-04
Alberico, Anthony	O0005	GC-01; WL-04
Albert, Anthony	O0005	GC-01; WL-04
Alberti, Gabriel	O0005	GC-01; WL-04
Alberts, JoAnn	O0005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Albertson, Pat	00005	GC-01; WL-04
Alderman, Mick	00005	GC-01; WL-04
Alderson, Deborah and Johnny	00005	GC-01; WL-04
Alexander, Suzanne	00005	GC-01; WL-04
alexandra, kathryn	00005	GC-01; WL-04
Alexandre, Charlotte	00005	GC-01; WL-04
Alfaro, Elaine	00005	GC-01; WL-04
Alford, Cassie	00005	GC-01; WL-04
Alibrandi, Jill	00005	GC-01; WL-04
Allbright, Galloway	00005	GC-01; WL-04
Allen, Miriam	00005	GC-01; WL-04
Allen, Nathan	00005	GC-01; WL-04
Allen, Paul	00005	GC-01; WL-04
Allen, Susan	00005	GC-01; WL-04
Alleyne-Chin, Donna	00005	GC-01; WL-04
Almendare, Mary	00005	GC-01; WL-04
Almirol, Lorene	00005	GC-01; WL-04
Altana, Kim	00005	GC-01; WL-04
Alter, Kathy	00005	GC-01; WL-04
Altman, Jason	00005	GC-01; WL-04
Altman, Peter	00005	GC-01; WL-04
Altshuler, John	00005	GC-01; WL-04
Al-Tukhaim, Mary Jo	00005	GC-01; WL-04
Always, Patricia	00005	GC-01; WL-04
Amari, Miriam	00005	GC-01; WL-04
Ambrose, Jeffrey	00005	GC-01; WL-04
Anacker, Celeste	00005	GC-01; WL-04
Anders, Catherine	00005	GC-01; WL-04
Andersen, Nancy	00005	GC-01; WL-04
Anderson, Catherine	00005	GC-01; WL-04
Anderson, Christeen	00005	GC-01; WL-04
Anderson, J	00005	GC-01; WL-04
anderson, janet	00005	GC-01; WL-04
Anderson, Judith	00005	GC-01; WL-04
Anderson, Judith S	00005	GC-01; WL-04
Anderson, Kate	00005	GC-01; WL-04
Anderson, Kelley	00005	GC-01; WL-04
Anderson, Lance	00005	GC-01; WL-04
Anderson, Robert	00005	GC-01; WL-04
Anderson, Virginia	00005	GC-01; WL-04
Andregg, S.	00005	GC-01; WL-04
Andresen, Wendy	00005	GC-01; WL-04
Angelini, Sandra	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Angell, JL	00005	GC-01; WL-04
ANKLAM, DOTTIE	00005	GC-01; WL-04
Annabel, Patrick	00005	GC-01; WL-04
Ansbergs, Ginny	00005	GC-01; WL-04
Anthony, Linea	00005	GC-01; WL-04
Aoki, Lynne	00005	GC-01; WL-04
Aquino, Tracey	00005	GC-01; WL-04
Arbogast, Devyn	00005	GC-01; WL-04
Arboleda, Lillian	00005	GC-01; WL-04
Arbuckle, Nancy	00005	GC-01; WL-04
Archdeacon, JOANNE	00005	GC-01; WL-04
Archer, Tracey	00005	GC-01; WL-04
Archuleta, Patricia	00005	GC-01; WL-04
Arcure, Anthony	00005	GC-01; WL-04
Ardito, Gary Wolf	00005	GC-01; WL-04
Arens, Gina	00005	GC-01; WL-04
arias, albert	00005	GC-01; WL-04
Arkema, Carroll	00005	GC-01; WL-04
Arlen, Barbara	00005	GC-01; WL-04
Armour, Kelly	00005	GC-01; WL-04
Armstrong, Alison	00005	GC-01; WL-04
Armstrong, April	00005	GC-01; WL-04
Armstrong, Johnny	00005	GC-01; WL-04
Arnal, Diane	00005	GC-01; WL-04
arndtsen, Beth	00005	GC-01; WL-04
Arnold, Audrey	00005	GC-01; WL-04
Arnold, Cynthia	00005	GC-01; WL-04
Arnold, Kathleen	00005	GC-01; WL-04
Aronoff, Nina	00005	GC-01; WL-04
Aronow, Myra	00005	GC-01; WL-04
Arreguin, Martha	00005	GC-01; WL-04
Arroyo, Eric j	00005	GC-01; WL-04
Arthur, Cheryl	00005	GC-01; WL-04
Arthur, Leah	00005	GC-01; WL-04
Ashbacker, Richard L	00005	GC-01; WL-04
Asher, Meredith	00005	GC-01; WL-04
Ashmore, Sandra	00005	GC-01; WL-04
Ashton, Debra	00005	GC-01; WL-04
Ashton, Linda	00005	GC-01; WL-04
asseff, sam	00005	GC-01; WL-04
Assetta, Krin	00005	GC-01; WL-04
atkins, todd	00005	GC-01; WL-04
Atkinson, Ellen	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
<i>Atlas, Debra</i>	00005	GC-01; WL-04
<i>Attier, Beatrice</i>	00005	GC-01; WL-04
<i>Aughey, Arlene</i>	00005	GC-01; WL-04
<i>Aunkst, Daniel</i>	00005	GC-01; WL-04
<i>AURIGEMMA, KAYE</i>	00005	GC-01; WL-04
<i>Avissar, Naomi</i>	00005	GC-01; WL-04
<i>Axel, Gabriel</i>	00005	GC-01; WL-04
<i>Aydelott, Steve</i>	00005	GC-01; WL-04
<i>Aylward, Diana</i>	00005	GC-01; WL-04
<i>b, priscilla</i>	00005	GC-01; WL-04
<i>B, S</i>	00005	GC-01; WL-04
<i>B, Shanna</i>	00005	GC-01; WL-04
<i>B, Shary</i>	00005	GC-01; WL-04
<i>B.O., Elizabeth</i>	00005	GC-01; WL-04
<i>Babiak, Katherine</i>	00005	GC-01; WL-04
<i>Bade, Kathryn</i>	00005	GC-01; WL-04
<i>badran, jallil</i>	00005	GC-01; WL-04
<i>Badus, Theresa</i>	00005	GC-01; WL-04
<i>Baggs, Bo</i>	00005	GC-01; WL-04
<i>Bailey, Michael</i>	00005	GC-01; WL-04
<i>Bailey, Tina</i>	00005	GC-01; WL-04
<i>Baine, Dave</i>	00005	GC-01; WL-04
<i>Bak, Patrick</i>	00005	GC-01; WL-04
<i>Baker, Diana</i>	00005	GC-01; WL-04
<i>Baker, Mary Sue</i>	00005	GC-01; WL-04
<i>Baker, Nelson</i>	00005	GC-01; WL-04
<i>Baker, Norman</i>	00005	GC-01; WL-04
<i>Baker, Rebecca</i>	00005	GC-01; WL-04
<i>Baker, Ute</i>	00005	GC-01; WL-04
<i>Baker-Smith, Elizabeth and Gerritt</i>	00005	GC-01; WL-04
<i>Balan, David</i>	00005	GC-01; WL-04
<i>balder, james</i>	00005	GC-01; WL-04
<i>Balk, Sue</i>	00005	GC-01; WL-04
<i>Ball, Evelyn</i>	00005	GC-01; WL-04
<i>Ball, Shannon</i>	00005	GC-01; WL-04
<i>Ballard, Elizabeth</i>	00005	GC-01; WL-04
<i>balllen@</i>	00005	GC-01; WL-04
<i>Ballot, Michael</i>	00005	GC-01; WL-04
<i>Ballou, Cary</i>	00005	GC-01; WL-04
<i>Balog, Ranko</i>	00005	GC-01; WL-04
<i>Balsai, Michael</i>	00005	GC-01; WL-04
<i>Balzano, Sharon</i>	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
<i>Bandura, Mary</i>	00005	GC-01; WL-04
<i>Banik, Lisa</i>	00005	GC-01; WL-04
<i>Banks, Janice</i>	00005	GC-01; WL-04
<i>Barbary, Sherrill</i>	00005	GC-01; WL-04
<i>Barker, Anne</i>	00005	GC-01; WL-04
<i>Barker, Carolyn</i>	00005	GC-01; WL-04
<i>Barnes, Ann</i>	00005	GC-01; WL-04
<i>Barnes, Christina</i>	00005	GC-01; WL-04
<i>Barnes, Pamela</i>	00005	GC-01; WL-04
<i>Barnhart, S.</i>	00005	GC-01; WL-04
<i>Barns, Suzanne</i>	00005	GC-01; WL-04
<i>Barrett, Lisa</i>	00005	GC-01; WL-04
<i>Barrett, Mary Ann</i>	00005	GC-01; WL-04
<i>Barrie, Lori</i>	00005	GC-01; WL-04
<i>Barrington, Tim</i>	00005	GC-01; WL-04
<i>Barry, Marina</i>	00005	GC-01; WL-04
<i>Barry, Sharon</i>	00005	GC-01; WL-04
<i>Bartell, Ann</i>	00005	GC-01; WL-04
<i>Bartels, John R.</i>	00005	GC-01; WL-04
<i>Barth, Don</i>	00005	GC-01; WL-04
<i>Barth, Joline</i>	00005	GC-01; WL-04
<i>Bartleman, Mark</i>	00005	GC-01; WL-04
<i>bartlett, debra</i>	00005	GC-01; WL-04
<i>Bartlett, Robert</i>	00005	GC-01; WL-04
<i>Bartley, James</i>	00005	GC-01; WL-04
<i>Barton, Cathy</i>	00005	GC-01; WL-04
<i>Barusta, Anne</i>	00005	GC-01; WL-04
<i>Basnar, Lee</i>	00005	GC-01; WL-04
<i>Bassat, Candace</i>	00005	GC-01; WL-04
<i>Bastien, Monica</i>	00005	GC-01; WL-04
<i>basye, mae</i>	00005	GC-01; WL-04
<i>Batchelor, Sue</i>	00005	GC-01; WL-04
<i>Battaly, Gertrude</i>	00005	GC-01; WL-04
<i>Bauer, David</i>	00005	GC-01; WL-04
<i>Bauer, Melissa</i>	00005	GC-01; WL-04
<i>Baumoeil, Kathie</i>	00005	GC-01; WL-04
<i>Baxter, Jo</i>	00005	GC-01; WL-04
<i>Baxter, Joslyn</i>	00005	GC-01; WL-04
<i>Baxter, Suzanne</i>	00005	GC-01; WL-04
<i>Bayona, Antonio</i>	00005	GC-01; WL-04
<i>Beal, Richard</i>	00005	GC-01; WL-04
<i>Bearden, Jim</i>	00005	GC-01; WL-04
<i>Beatini, Tom</i>	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Beatty, Lorne	00005	GC-01; WL-04
Beaupre, R	00005	GC-01; WL-04
Beaver, Melissa	00005	GC-01; WL-04
Beavers, John A	00005	GC-01; WL-04
Beavers, Nancy	00005	GC-01; WL-04
Beck, Deborah	00005	GC-01; WL-04
Becker, Christine	00005	GC-01; WL-04
Becker, Stanley	00005	GC-01; WL-04
Beckerman, Gary	00005	GC-01; WL-04
Beckwith, Mark	00005	GC-01; WL-04
Beebe, Russ	00005	GC-01; WL-04
Beedle, Tina	00005	GC-01; WL-04
Beeman, Edna	00005	GC-01; WL-04
Behl, Daniel Max	00005	GC-01; WL-04
Behla, Tina	00005	GC-01; WL-04
Behling, Dawn	00005	GC-01; WL-04
Bein, Ann	00005	GC-01; WL-04
Beissinger, Lauren	00005	GC-01; WL-04
Beitel, Timothy	00005	GC-01; WL-04
Beitler, Sandra	00005	GC-01; WL-04
Bejgrowicz, Thomas	00005	GC-01; WL-04
Bell, Frances	00005	GC-01; WL-04
Bell, Shandra	00005	GC-01; WL-04
Bellacosa, Angela	00005	GC-01; WL-04
Bellefontaine, Julia	00005	GC-01; WL-04
Bem, Robyn	00005	GC-01; WL-04
Benes, Michelle	00005	GC-01; WL-04
Benet, Mercedes	00005	GC-01; WL-04
Bengston, Lynn	00005	GC-01; WL-04
Benjamin, Corey	00005	GC-01; WL-04
Bennett, Daniel	00005	GC-01; WL-04
Bennett, Ed	00005	GC-01; WL-04
Bennett, Katie	00005	GC-01; WL-04
Benoit, Madalyn	00005	GC-01; WL-04
Benvenuto, Elaine	00005	GC-01; WL-04
Berger, Karen	00005	GC-01; WL-04
Bergey, Don	00005	GC-01; WL-04
Bergsma, Debi	00005	GC-01; WL-04
Berkeley, Pauline	00005	GC-01; WL-04
Berkowitz, Karen	00005	GC-01; WL-04
Berkowitz-Berliner, Jill	00005	GC-01; WL-04
Berman, Steven	00005	GC-01; WL-04
Bernache, Marie	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Bernardo, Kathleen	00005	GC-01; WL-04
Berndt, Ann	00005	GC-01; WL-04
Berzac, Susan	00005	GC-01; WL-04
Bescript, Linda	00005	GC-01; WL-04
Bessett, Teresa	00005	GC-01; WL-04
betourne, susan	00005	GC-01; WL-04
Butters, Kathleen	00005	GC-01; WL-04
Beverly, J	00005	GC-01; WL-04
Beyeler, Arturo	00005	GC-01; WL-04
Beyer, Tanya	00005	GC-01; WL-04
Bhence, Blaze	00005	GC-01; WL-04
Biale, Cheryl	00005	GC-01; WL-04
Bickel, Bettina	00005	GC-01; WL-04
Bickel, Kenneth	00005	GC-01; WL-04
Biegay, Lianne	00005	GC-01; WL-04
Bien, Annie	00005	GC-01; WL-04
Bierbaum, Rebecca	00005	GC-01; WL-04
Biggane, Michele	00005	GC-01; WL-04
Biggs, Amy	00005	GC-01; WL-04
Bihler, Chris	00005	GC-01; WL-04
Bing, Donna	00005	GC-01; WL-04
Bish, Mernbish	00005	GC-01; WL-04
Bishop, Cori	00005	GC-01; WL-04
Bittel, Evelyn	00005	GC-01; WL-04
Bixler, Alan	00005	GC-01; WL-04
Blackwell-Merchant, Pat	00005	GC-01; WL-04
Blackwood, Barbara	00005	GC-01; WL-04
Blair, Elaine	00005	GC-01; WL-04
Blair, Patricia	00005	GC-01; WL-04
Blaisdell, Jill	00005	GC-01; WL-04
Blake, Jocelyn	00005	GC-01; WL-04
blakely, carmen	00005	GC-01; WL-04
Blanchett, Rick	00005	GC-01; WL-04
Blane, Dianne	00005	GC-01; WL-04
Blank, Shelly	00005	GC-01; WL-04
Bleckinger, Dana	00005	GC-01; WL-04
Bledsoe, Cathy	00005	GC-01; WL-04
Bleijenberg, Davinia	00005	GC-01; WL-04
bliton, patricia	00005	GC-01; WL-04
Block, Jeffrey	00005	GC-01; WL-04
Block, Kim	00005	GC-01; WL-04
Block, Leland	00005	GC-01; WL-04
Blue, Donna	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Blumberg, Gail	00005	GC-01; WL-04
Blythe, Noel	00005	GC-01; WL-04
Bobe, Pablo	00005	GC-01; WL-04
Bobnick, Jacqueline	00005	GC-01; WL-04
Bockino, Alida	00005	GC-01; WL-04
Boeck, Simone	00005	GC-01; WL-04
Boehling, Robert	00005	GC-01; WL-04
Bogolub, Larry	00005	GC-01; WL-04
Bohlen, Curtis	00005	GC-01; WL-04
Bohnen, Julia	00005	GC-01; WL-04
Boice, Ruth	00005	GC-01; WL-04
BOIS, MYRIAM	00005	GC-01; WL-04
Boixo, Karin	00005	GC-01; WL-04
bolcon, walter	00005	GC-01; WL-04
BOLEMBACH, KEVIN	00005	GC-01; WL-04
Boliver, Emily	00005	GC-01; WL-04
Bolling, Ronnie	00005	GC-01; WL-04
Bolognani, Christy	00005	GC-01; WL-04
Bonatti, Karen	00005	GC-01; WL-04
Bond, Karen	00005	GC-01; WL-04
Bonetti, Donna	00005	GC-01; WL-04
Bonk, Denise	00005	GC-01; WL-04
Bonk, Marliese	00005	GC-01; WL-04
Bonnet, Debbie	00005	GC-01; WL-04
Book, Carol	00005	GC-01; WL-04
Boomhower, Deborah	00005	GC-01; WL-04
Boonyarattaphun, Ananya	00005	GC-01; WL-04
Boortz, Brian	00005	GC-01; WL-04
Booth, Carolie	00005	GC-01; WL-04
Borcherding, Paul	00005	GC-01; WL-04
BORDA, STEPHANI	00005	GC-01; WL-04
bordelon, tika	00005	GC-01; WL-04
Borrelli, Silvana	00005	GC-01; WL-04
Borri, Patricia	00005	GC-01; WL-04
Borton, Marlene	00005	GC-01; WL-04
Bost, Walter	00005	GC-01; WL-04
Bostock, Vic	00005	GC-01; WL-04
boucher, jackie	00005	GC-01; WL-04
Boumali, Omar	00005	GC-01; WL-04
Bourassa, Veronica	00005	GC-01; WL-04
Bourlotos, George	00005	GC-01; WL-04
Bousquet, Bob	00005	GC-01; WL-04
Bowen, Mary	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Bowers, Chad	00005	GC-01; WL-04
Bowie, Martin	00005	GC-01; WL-04
Bowron, Alice	00005	GC-01; WL-04
Box, Ken	00005	GC-01; WL-04
Boyce, Richard	00005	GC-01; WL-04
Boyd, Bill	00005	GC-01; WL-04
boyd, ernest	00005	GC-01; WL-04
Boyer, David	00005	GC-01; WL-04
Boylston, Sandra	00005	GC-01; WL-04
Boyne, Jonathan	00005	GC-01; WL-04
Bozzola, Ellette	00005	GC-01; WL-04
Brabham, Lorraine	00005	GC-01; WL-04
Bradach, Roberta	00005	GC-01; WL-04
Bradford, Judy	00005	GC-01; WL-04
Bradford, Leslie	00005	GC-01; WL-04
Bradley, Barbara	00005	GC-01; WL-04
Bradley, James	00005	GC-01; WL-04
Bradley, Kathy	00005	GC-01; WL-04
BRADLEY, MARK	00005	GC-01; WL-04
Bradley, Rhonda	00005	GC-01; WL-04
Bradley, Stacey	00005	GC-01; WL-04
Bradshaw, Bethany	00005	GC-01; WL-04
Bradshaw, Jane	00005	GC-01; WL-04
Brady, Katie	00005	GC-01; WL-04
Brandes, Susan	00005	GC-01; WL-04
Brandon, Sara	00005	GC-01; WL-04
brandt, cathy	00005	GC-01; WL-04
Brandt, Vicky	00005	GC-01; WL-04
Branstetter, Kevin	00005	GC-01; WL-04
Bratvold, Gretchen	00005	GC-01; WL-04
Braude, Michael	00005	GC-01; WL-04
Braunlich, Julie	00005	GC-01; WL-04
Bravo, Oly	00005	GC-01; WL-04
Brayfield, David	00005	GC-01; WL-04
Brazee, Carol	00005	GC-01; WL-04
Breaman, Sharon	00005	GC-01; WL-04
BREDA, BO	00005	GC-01; WL-04
Breeding, Becky	00005	GC-01; WL-04
bremer, kate	00005	GC-01; WL-04
Brenner, Stephen	00005	GC-01; WL-04
Bresilge, Heidi	00005	GC-01; WL-04
Brewer, Anna	00005	GC-01; WL-04
Brewer, Laurel	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Bridschge, Mike	00005	GC-01; WL-04
Brigham, Rick	00005	GC-01; WL-04
bril, rob	00005	GC-01; WL-04
Brillet, Matthieu	00005	GC-01; WL-04
Brinkman, John	00005	GC-01; WL-04
brinkmeyer, tom	00005	GC-01; WL-04
Britton, Joanne	00005	GC-01; WL-04
Britton, Keith	00005	GC-01; WL-04
Brock, Katherine	00005	GC-01; WL-04
brock, roger	00005	GC-01; WL-04
Brockway, Barbara	00005	GC-01; WL-04
Bronk, Christine	00005	GC-01; WL-04
Brookbanks, Cari	00005	GC-01; WL-04
Brookman, Gerald	00005	GC-01; WL-04
Brouillet, Ellen	00005	GC-01; WL-04
Brown, Diane	00005	GC-01; WL-04
Brown, Duncan	00005	GC-01; WL-04
brown, leslie danielle	00005	GC-01; WL-04
Brown, Nancy	00005	GC-01; WL-04
Brown, Patricia	00005	GC-01; WL-04
Brown, Robert	00005	GC-01; WL-04
BROWN, TERENCE GEORGE	00005	GC-01; WL-04
Brown, Vera	00005	GC-01; WL-04
Browne, Mary	00005	GC-01; WL-04
Browne, RJ	00005	GC-01; WL-04
Browning, Leah	00005	GC-01; WL-04
Browning, Marjorie	00005	GC-01; WL-04
Bruce, Edie	00005	GC-01; WL-04
Bruins, O. William	00005	GC-01; WL-04
Brunick, Cathy	00005	GC-01; WL-04
Brunson, Jane	00005	GC-01; WL-04
Bryan, Pat	00005	GC-01; WL-04
Bryant, Ben	00005	GC-01; WL-04
Buck, Meredith	00005	GC-01; WL-04
Buckingham, Laurence	00005	GC-01; WL-04
Buckingham, Linda	00005	GC-01; WL-04
BUDDES, SHANNON	00005	GC-01; WL-04
Buehler, Lisa	00005	GC-01; WL-04
Buell, Barbara	00005	GC-01; WL-04
Buerger, Michelle	00005	GC-01; WL-04
Bukosky, Gerald	00005	GC-01; WL-04
Buonocore, Jim	00005	GC-01; WL-04
Burchett, Marieke	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Burga, Shirley	00005	GC-01; WL-04
burgess, kat	00005	GC-01; WL-04
Burgess, William	00005	GC-01; WL-04
Burin, Elizabeth	00005	GC-01; WL-04
Burkhardt, Kerry	00005	GC-01; WL-04
Burlew, Jessica	00005	GC-01; WL-04
Burman, Ruth	00005	GC-01; WL-04
Burnett, Robert	00005	GC-01; WL-04
Burnham, Bob e	00005	GC-01; WL-04
BURNS, DAVID	00005	GC-01; WL-04
Burns, Lyn	00005	GC-01; WL-04
Burpo, Leslie	00005	GC-01; WL-04
Burrell, Liza	00005	GC-01; WL-04
Burroughs, Debbie	00005	GC-01; WL-04
Burrows, N	00005	GC-01; WL-04
Burton, Barbara	00005	GC-01; WL-04
burton, martha	00005	GC-01; WL-04
Busani, Elena	00005	GC-01; WL-04
Busch, Cara	00005	GC-01; WL-04
Bushbaum, Alan	00005	GC-01; WL-04
Busher, Sharmayne	00005	GC-01; WL-04
Buslot, Chantal	00005	GC-01; WL-04
Bustamante, Maria	00005	GC-01; WL-04
Butler, Edward	00005	GC-01; WL-04
Butler, Jane	00005	GC-01; WL-04
Byars, Jane	00005	GC-01; WL-04
Byrd, Barbara	00005	GC-01; WL-04
C, matrixkittikat@, T	00005	GC-01; WL-04
C, tcnews@, T	00005	GC-01; WL-04
Cabanban, Linda	00005	GC-01; WL-04
CAGLE, ROGER	00005	GC-01; WL-04
Cahill, Eugene	00005	GC-01; WL-04
Cain, David	00005	GC-01; WL-04
Callaghan, Maeve	00005	GC-01; WL-04
camardo, mary	00005	GC-01; WL-04
Campanini, Thomas	00005	GC-01; WL-04
Campbell, Benita H,	00005	GC-01; WL-04
Campbell, Carole	00005	GC-01; WL-04
Campbell, Dudley and Candace	00005	GC-01; WL-04
Candela, Kevin	00005	GC-01; WL-04
Cano, Nadine	00005	GC-01; WL-04
Canright, Mark	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Canright, Rebecca	00005	GC-01; WL-04
Cappetta, Mark	00005	GC-01; WL-04
Capps, Stephanie	00005	GC-01; WL-04
Capstick, Hilary	00005	GC-01; WL-04
carbone, christopher	00005	GC-01; WL-04
Card, Jessica	00005	GC-01; WL-04
Cardella, Sylvia	00005	GC-01; WL-04
Cardenas, Maria	00005	GC-01; WL-04
Cardlin, Dorothy	00005	GC-01; WL-04
Carella, Len	00005	GC-01; WL-04
Carideo, Ida	00005	GC-01; WL-04
Carley, Bill	00005	GC-01; WL-04
Carlson, Corey	00005	GC-01; WL-04
Carlson, Jonathan	00005	GC-01; WL-04
Carlton, Alan	00005	GC-01; WL-04
Carman, Andrea	00005	GC-01; WL-04
Carman, Linda	00005	GC-01; WL-04
Carmosino, Denise	00005	GC-01; WL-04
Carpenter, Jeremy	00005	GC-01; WL-04
carpenter, steven	00005	GC-01; WL-04
Carr, Laurie	00005	GC-01; WL-04
Carrier, Paula	00005	GC-01; WL-04
Carrington, Martha	00005	GC-01; WL-04
Carter, Alan	00005	GC-01; WL-04
Carter, Dayle	00005	GC-01; WL-04
Carter, Michelle	00005	GC-01; WL-04
Carter, Rob	00005	GC-01; WL-04
Cashman, Sharon	00005	GC-01; WL-04
Casner, George	00005	GC-01; WL-04
Casper, Chris	00005	GC-01; WL-04
Castaneda, Jamie	00005	GC-01; WL-04
Castaneda-Mendez, Kicab	00005	GC-01; WL-04
Casteel, Jessie	00005	GC-01; WL-04
Caster, Sierra	00005	GC-01; WL-04
Castor, Jerry	00005	GC-01; WL-04
Caswell, Gail	00005	GC-01; WL-04
Cathey, Margaret	00005	GC-01; WL-04
Caton, Annie	00005	GC-01; WL-04
Catron, Sam	00005	GC-01; WL-04
Cattell, June	00005	GC-01; WL-04
Caudill, Lindsey	00005	GC-01; WL-04
Cavallaro, Lenny	00005	GC-01; WL-04
Cavallone, Luis	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Cecil, Michael	00005	GC-01; WL-04
Celli-Jones, Angela	00005	GC-01; WL-04
Cento, Ilene	00005	GC-01; WL-04
CEVASCO, JOHN	00005	GC-01; WL-04
Chaffin, Claudia	00005	GC-01; WL-04
Chalker, Mikki	00005	GC-01; WL-04
Chao, Beth	00005	GC-01; WL-04
Chapek, S.	00005	GC-01; WL-04
chapman, sam	00005	GC-01; WL-04
Chappell, Carol	00005	GC-01; WL-04
CHARLEBOIS, STACIE	00005	GC-01; WL-04
Charles, Barbara	00005	GC-01; WL-04
Charrier, JL	00005	GC-01; WL-04
Chase, Marta	00005	GC-01; WL-04
Chatard, Christopher	00005	GC-01; WL-04
Chavez, Kim	00005	GC-01; WL-04
Cheeseman, Ted	00005	GC-01; WL-04
Cheeseman, Jean	00005	GC-01; WL-04
Cheeseman, Karen	00005	GC-01; WL-04
Chelmecki, Patricia	00005	GC-01; WL-04
Chessin, Meta	00005	GC-01; WL-04
Chianis, Antonia	00005	GC-01; WL-04
child, katrina	00005	GC-01; WL-04
Childers, Judy	00005	GC-01; WL-04
Childers, Victoria	00005	GC-01; WL-04
chippi, kathleen	00005	GC-01; WL-04
Chirpin, Robert	00005	GC-01; WL-04
Chismar, Nancy	00005	GC-01; WL-04
chorostecki, gene	00005	GC-01; WL-04
Christensen, Alex	00005	GC-01; WL-04
Christensen, Gary	00005	GC-01; WL-04
Chung, K.	00005	GC-01; WL-04
Chutich, Michael	00005	GC-01; WL-04
Cianelli, Don	00005	GC-01; WL-04
Cieslak, Judith	00005	GC-01; WL-04
Cimino, Maryrose	00005	GC-01; WL-04
Cisna, Todd	00005	GC-01; WL-04
citron, christiane	00005	GC-01; WL-04
Clapp, Jonathan	00005	GC-01; WL-04
Clark, Lucy	00005	GC-01; WL-04
Clark, Martina	00005	GC-01; WL-04
Clark, Maxine	00005	GC-01; WL-04
Clark, Morgan	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Clark, Pam	00005	GC-01; WL-04
Clark, Rebecca	00005	GC-01; WL-04
Clasemann, Joel	00005	GC-01; WL-04
Claycomb, G	00005	GC-01; WL-04
Clayman, Julie	00005	GC-01; WL-04
Clemo, Peter	00005	GC-01; WL-04
Clermont, Paul-Denis	00005	GC-01; WL-04
Clevén, Heidi	00005	GC-01; WL-04
Clingman, Leon	00005	GC-01; WL-04
Clucas, Kenneth	00005	GC-01; WL-04
cobb, robert	00005	GC-01; WL-04
Cocco, Brian	00005	GC-01; WL-04
Coe, Michael	00005	GC-01; WL-04
Coebergh, Philip	00005	GC-01; WL-04
Coffer, Curtis	00005	GC-01; WL-04
Coffey, Jill	00005	GC-01; WL-04
Coffey, Patricia	00005	GC-01; WL-04
Cohen, Howard	00005	GC-01; WL-04
Cohen, JoAnne	00005	GC-01; WL-04
Cohen, Myrna	00005	GC-01; WL-04
Cohen, Tova	00005	GC-01; WL-04
Cohen, Wendi	00005	GC-01; WL-04
Cohn, Ken	00005	GC-01; WL-04
Colangelo, Annapoorne	00005	GC-01; WL-04
Cole, Gaia	00005	GC-01; WL-04
Cole, Tracy	00005	GC-01; WL-04
Coleman, JB	00005	GC-01; WL-04
Colina, Connie	00005	GC-01; WL-04
Collins, Ann	00005	GC-01; WL-04
COLLINS, CAROL	00005	GC-01; WL-04
Collins, David	00005	GC-01; WL-04
Collins, Lyle	00005	GC-01; WL-04
Collins, Rachel	00005	GC-01; WL-04
Colquitt, Millie	00005	GC-01; WL-04
Colton, Cammy	00005	GC-01; WL-04
Conard, Judy	00005	GC-01; WL-04
Conca, Joan	00005	GC-01; WL-04
Confectioner, Vira	00005	GC-01; WL-04
conlan, frank	00005	GC-01; WL-04
Conley, John	00005	GC-01; WL-04
conley, lori	00005	GC-01; WL-04
conn, craig	00005	GC-01; WL-04
Connelly, Walter	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Conner, Jim	00005	GC-01; WL-04
Connolly, Joe	00005	GC-01; WL-04
Conrad, Barbara	00005	GC-01; WL-04
Conrad, David	00005	GC-01; WL-04
Conrad, Marc	00005	GC-01; WL-04
Conrich, Bob	00005	GC-01; WL-04
Conroy, Beverly Ann	00005	GC-01; WL-04
Conroy, Faith	00005	GC-01; WL-04
Conroy, Laurie	00005	GC-01; WL-04
Constable, Lynda	00005	GC-01; WL-04
Converse, Blaine	00005	GC-01; WL-04
conway, maurene	00005	GC-01; WL-04
Conway, Robert	00005	GC-01; WL-04
Cook, Nena	00005	GC-01; WL-04
Cook, Virginia	00005	GC-01; WL-04
Cooke, Douglas	00005	GC-01; WL-04
Cooney, Donald	00005	GC-01; WL-04
cooney, margaret	00005	GC-01; WL-04
Cooney, Patricia	00005	GC-01; WL-04
Cooper, Katherine	00005	GC-01; WL-04
Cooper, Kathryn	00005	GC-01; WL-04
COOPER, linda	00005	GC-01; WL-04
COOPER, YING	00005	GC-01; WL-04
Cooperider, Jaice	00005	GC-01; WL-04
Coppola, Robert	00005	GC-01; WL-04
Coppotelli, Heide	00005	GC-01; WL-04
Corbet, Abigail	00005	GC-01; WL-04
Corby, Jackie	00005	GC-01; WL-04
Corcoran, JC	00005	GC-01; WL-04
Cornelius, Stacy	00005	GC-01; WL-04
cornell, wendy	00005	GC-01; WL-04
Cornez, Sandi	00005	GC-01; WL-04
Cornish, John	00005	GC-01; WL-04
Corr, F	00005	GC-01; WL-04
Corrado-Babe, Amie	00005	GC-01; WL-04
Corrales, Yma	00005	GC-01; WL-04
Corrigan, Sean	00005	GC-01; WL-04
Corry, Ronit	00005	GC-01; WL-04
Corsello, Jack	00005	GC-01; WL-04
Cortes, Sarah	00005	GC-01; WL-04
Cortimilia, Uta	00005	GC-01; WL-04
Cosgriff, Mark	00005	GC-01; WL-04
Costa, Demelza	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Costa, Lynn	00005	GC-01; WL-04
Costa, Sandra	00005	GC-01; WL-04
Costamagna, Marilyn	00005	GC-01; WL-04
Costello, John	00005	GC-01; WL-04
COTE, DON	00005	GC-01; WL-04
cote, Pamela	00005	GC-01; WL-04
Couch, Sandra	00005	GC-01; WL-04
Courim, Stephen	00005	GC-01; WL-04
Coval, Deirdre	00005	GC-01; WL-04
Covell, Sandi	00005	GC-01; WL-04
Coveny, Richard	00005	GC-01; WL-04
Coviello, Deborah	00005	GC-01; WL-04
Covington, Linda	00005	GC-01; WL-04
Covino, Robin	00005	GC-01; WL-04
Cowger, Nancy L	00005	GC-01; WL-04
Cowgill, Linda	00005	GC-01; WL-04
Cowin, Caryn	00005	GC-01; WL-04
Cox, Ianie	00005	GC-01; WL-04
Coyle, N.	00005	GC-01; WL-04
Craft, Robin	00005	GC-01; WL-04
Craig, Edward	00005	GC-01; WL-04
Cramer, Linda	00005	GC-01; WL-04
Cramer, Marilyn	00005	GC-01; WL-04
Crane, Kimberly	00005	GC-01; WL-04
CRANE, MARCELLA	00005	GC-01; WL-04
Cranmer, Julia	00005	GC-01; WL-04
Crannell, Raymond	00005	GC-01; WL-04
Crawford, Holly	00005	GC-01; WL-04
Cree, Beverly	00005	GC-01; WL-04
Creighton, Sheilagh	00005	GC-01; WL-04
Cresko, Ivanka	00005	GC-01; WL-04
Cresseveur, Jessica	00005	GC-01; WL-04
Crider, Nancy	00005	GC-01; WL-04
Crist, Sandi	00005	GC-01; WL-04
Crocco, Frances	00005	GC-01; WL-04
crosby, william	00005	GC-01; WL-04
Cross, Heather	00005	GC-01; WL-04
Crotty, John	00005	GC-01; WL-04
Crowley, Lawrence	00005	GC-01; WL-04
crum, cathy	00005	GC-01; WL-04
Crumble, Leuisse	00005	GC-01; WL-04
Crutchfield, Carmen	00005	GC-01; WL-04
Csenge, Debra	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Cuevas, Carlos	00005	GC-01; WL-04
Culmore, Matthew	00005	GC-01; WL-04
Cummings, Dawn	00005	GC-01; WL-04
Cummer, Christine	00005	GC-01; WL-04
Cunningham, Carol	00005	GC-01; WL-04
curci, marjorie	00005	GC-01; WL-04
Curow, Jerry	00005	GC-01; WL-04
Curt, James	00005	GC-01; WL-04
curtin, robert	00005	GC-01; WL-04
curtis, connie	00005	GC-01; WL-04
Curtis, Cynthia	00005	GC-01; WL-04
Curtis, Kevin	00005	GC-01; WL-04
Curtler III, Hugh	00005	GC-01; WL-04
Cutler, Barry	00005	GC-01; WL-04
cutler, edward	00005	GC-01; WL-04
Cyriac, Cigy	00005	GC-01; WL-04
Cyzner, Steven	00005	GC-01; WL-04
Czaster, Gino	00005	GC-01; WL-04
D, Debbie	00005	GC-01; WL-04
D., G.	00005	GC-01; WL-04
D'Onofrio, Adam	00005	GC-01; WL-04
Dahlgren, Deborah	00005	GC-01; WL-04
Dahlgren, PhD, Mr. Shelley	00005	GC-01; WL-04
Daily, G Allen	00005	GC-01; WL-04
D'Alessandro, Keith	00005	GC-01; WL-04
Dalla, John	00005	GC-01; WL-04
Daloia, Lisa	00005	GC-01; WL-04
Daly, Dorcas	00005	GC-01; WL-04
Dane, William	00005	GC-01; WL-04
Daniel, Kian	00005	GC-01; WL-04
daniello, john	00005	GC-01; WL-04
Daniels, Elliot	00005	GC-01; WL-04
Daniels, Michael	00005	GC-01; WL-04
Danner, Jen	00005	GC-01; WL-04
D'Annunzio, Patrick	00005	GC-01; WL-04
Darling, Carrie	00005	GC-01; WL-04
Darovic, Elizabeth	00005	GC-01; WL-04
Darrigo, Kate	00005	GC-01; WL-04
Dartez, Carroll	00005	GC-01; WL-04
Davenport, Susan	00005	GC-01; WL-04
Davidson, Amber	00005	GC-01; WL-04
Davidson, Kathryn	00005	GC-01; WL-04
Davidson, Maggie	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Davies, Margaret	00005	GC-01; WL-04
davies, sue	00005	GC-01; WL-04
Davis, Donna	00005	GC-01; WL-04
Davis, Mark	00005	GC-01; WL-04
Davis, Ryan	00005	GC-01; WL-04
Davis, Shonna	00005	GC-01; WL-04
Davis, Virginia	00005	GC-01; WL-04
Davis, William	00005	GC-01; WL-04
Davison, Richenda	00005	GC-01; WL-04
Dawson, Chris	00005	GC-01; WL-04
DAWSON, SHAWN	00005	GC-01; WL-04
Day, C	00005	GC-01; WL-04
Day, Edward	00005	GC-01; WL-04
Day, John	00005	GC-01; WL-04
Day, Kathy	00005	GC-01; WL-04
de Arteaga, Jose	00005	GC-01; WL-04
De Baca, Sylvia	00005	GC-01; WL-04
De Cecco, Jorge	00005	GC-01; WL-04
Deal, Brandie	00005	GC-01; WL-04
Dean, Rayline	00005	GC-01; WL-04
DeAngelis, Katherine	00005	GC-01; WL-04
Deason, Bartley	00005	GC-01; WL-04
Deauville, DVM, Paul M.	00005	GC-01; WL-04
Debasitis, Brian	00005	GC-01; WL-04
DeBolt, Ann	00005	GC-01; WL-04
DeCicco, Robyn	00005	GC-01; WL-04
Decook, Mike	00005	GC-01; WL-04
DEDDY, JOHN	00005	GC-01; WL-04
Deep, James	00005	GC-01; WL-04
Deery, Theresa	00005	GC-01; WL-04
Dehart, Jody	00005	GC-01; WL-04
Del Prato, Pierre	00005	GC-01; WL-04
Delgado, Lorena	00005	GC-01; WL-04
delles, susan	00005	GC-01; WL-04
Delmar, Roger	00005	GC-01; WL-04
Deloff, D.	00005	GC-01; WL-04
DeLorenzo, Pete	00005	GC-01; WL-04
DeLuca, Patricia	00005	GC-01; WL-04
Demarais, Jackie	00005	GC-01; WL-04
DeMarco, jandb74@, Joseph	00005	GC-01; WL-04
DeMarco, joegdem@, Joseph	00005	GC-01; WL-04
Denke, Deb	00005	GC-01; WL-04
Dennany, Philip	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Dennis, Gudrun	00005	GC-01; WL-04
Dennis, MarianKitty	00005	GC-01; WL-04
Dennison, Carolyn	00005	GC-01; WL-04
Densing, Lindsey	00005	GC-01; WL-04
Denski, Michele	00005	GC-01; WL-04
Deora, Karen	00005	GC-01; WL-04
Derasary, Lara	00005	GC-01; WL-04
Derengowski, Mary	00005	GC-01; WL-04
Deroche Jr, Russel	00005	GC-01; WL-04
DeRose, Regina	00005	GC-01; WL-04
Dervin, John	00005	GC-01; WL-04
Desousa, Sarah	00005	GC-01; WL-04
Devine, Lauren	00005	GC-01; WL-04
Devito, Barbara Daiana	00005	GC-01; WL-04
DiBlasi, Dawn	00005	GC-01; WL-04
DICARLO, CYNTHIA	00005	GC-01; WL-04
Dickson, Carolyn	00005	GC-01; WL-04
Diemand, Grace	00005	GC-01; WL-04
Diggle, Gloria	00005	GC-01; WL-04
Diggs, Kevin	00005	GC-01; WL-04
DiLabio, Gena	00005	GC-01; WL-04
Dilip, Sanand	00005	GC-01; WL-04
Diller, Susan	00005	GC-01; WL-04
Dillmann, George	00005	GC-01; WL-04
Dillon, Christi	00005	GC-01; WL-04
Dillon, Margaret	00005	GC-01; WL-04
Dineen, Charles	00005	GC-01; WL-04
Dion, Patricia	00005	GC-01; WL-04
Dishman, Patricia	00005	GC-01; WL-04
Dixon, Joyce	00005	GC-01; WL-04
Dlugonski, Melba	00005	GC-01; WL-04
D'Luhosch, Beth	00005	GC-01; WL-04
Dober, Roger	00005	GC-01; WL-04
Dobroslawa, Dobi	00005	GC-01; WL-04
Dobson, Melissa	00005	GC-01; WL-04
Dodds, Kathrin	00005	GC-01; WL-04
Doerr, Helena	00005	GC-01; WL-04
Doesserich, Diane	00005	GC-01; WL-04
Dolly, William	00005	GC-01; WL-04
Dombrowski, Bonita	00005	GC-01; WL-04
Dominguez, Mari	00005	GC-01; WL-04
Dominguez, Yvette	00005	GC-01; WL-04
Domke, Ellen	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
<i>Donabed, Sargon</i>	00005	GC-01; WL-04
<i>Donovan, Elaine</i>	00005	GC-01; WL-04
<i>Donovan, Tim</i>	00005	GC-01; WL-04
<i>Donston, Kacey</i>	00005	GC-01; WL-04
<i>Dorfman, Ellen</i>	00005	GC-01; WL-04
<i>Dosch, Mary</i>	00005	GC-01; WL-04
<i>Doty, Carol</i>	00005	GC-01; WL-04
<i>Dougherty, Eric</i>	00005	GC-01; WL-04
<i>Douglas, Dianne</i>	00005	GC-01; WL-04
<i>Douglas, Jeff</i>	00005	GC-01; WL-04
<i>doust, james</i>	00005	GC-01; WL-04
<i>Downing, Steve</i>	00005	GC-01; WL-04
<i>Dowson, Eleanor</i>	00005	GC-01; WL-04
<i>Doyle, Meg</i>	00005	GC-01; WL-04
<i>Drahos, Ronald</i>	00005	GC-01; WL-04
<i>Drake, Mercy</i>	00005	GC-01; WL-04
<i>Drake, Peggy</i>	00005	GC-01; WL-04
<i>Draper, Lynne</i>	00005	GC-01; WL-04
<i>Dratch, Sam</i>	00005	GC-01; WL-04
<i>Drea, Christine</i>	00005	GC-01; WL-04
<i>Dreste, Arlene</i>	00005	GC-01; WL-04
<i>Drevescraft, Jim</i>	00005	GC-01; WL-04
<i>drew, craig</i>	00005	GC-01; WL-04
<i>Drew, Jill</i>	00005	GC-01; WL-04
<i>Drucker, Susan</i>	00005	GC-01; WL-04
<i>druzianich, dru</i>	00005	GC-01; WL-04
<i>Dryer, Ellen</i>	00005	GC-01; WL-04
<i>DuBois, I.J.</i>	00005	GC-01; WL-04
<i>DuClaud, Monica</i>	00005	GC-01; WL-04
<i>Dudeck, Michelle</i>	00005	GC-01; WL-04
<i>Dudley, Greg</i>	00005	GC-01; WL-04
<i>Dudley, Gwen</i>	00005	GC-01; WL-04
<i>Dudley, William</i>	00005	GC-01; WL-04
<i>Dufficy, Judy</i>	00005	GC-01; WL-04
<i>Dulas, Scott</i>	00005	GC-01; WL-04
<i>Duman, Bonnie</i>	00005	GC-01; WL-04
<i>Dumas, Lorraine</i>	00005	GC-01; WL-04
<i>Duncan, Jeff</i>	00005	GC-01; WL-04
<i>Duncan, Sylvia</i>	00005	GC-01; WL-04
<i>Dunkel, Trevor</i>	00005	GC-01; WL-04
<i>Dunkum, John</i>	00005	GC-01; WL-04
<i>Dunn, John</i>	00005	GC-01; WL-04
<i>Dunn, Lois</i>	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Dunn, Timothy	00005	GC-01; WL-04
Dunne, Joanna	00005	GC-01; WL-04
dunphy, lisa	00005	GC-01; WL-04
Duplissis, Eve	00005	GC-01; WL-04
Duran, Janet	00005	GC-01; WL-04
Durbin, Janice	00005	GC-01; WL-04
Durkin, Samuel	00005	GC-01; WL-04
Durrer, Mary	00005	GC-01; WL-04
Durrum, Kathy	00005	GC-01; WL-04
Dutschke, Stephen	00005	GC-01; WL-04
Dybel, Donald	00005	GC-01; WL-04
Dye, Fabienne	00005	GC-01; WL-04
Dyer, Liz	00005	GC-01; WL-04
Dyksman, Leo	00005	GC-01; WL-04
Dzikowski, David	00005	GC-01; WL-04
Dzubak, Cheryl	00005	GC-01; WL-04
Eastabrooks, Ann	00005	GC-01; WL-04
Eastman, Mary	00005	GC-01; WL-04
Eckardt, Gerhard	00005	GC-01; WL-04
Eckardt, Jason	00005	GC-01; WL-04
Ecker, Christopher	00005	GC-01; WL-04
Eckler, John	00005	GC-01; WL-04
Eddie, Choral	00005	GC-01; WL-04
Edelstein, Barbara	00005	GC-01; WL-04
Edelstein, Susan	00005	GC-01; WL-04
Eden, Carolyn	00005	GC-01; WL-04
Edwards, Eric	00005	GC-01; WL-04
Edwards, Jane	00005	GC-01; WL-04
Edwards, Robert	00005	GC-01; WL-04
Eells, Margaret	00005	GC-01; WL-04
Eggers, Elizabeth	00005	GC-01; WL-04
Ehrhardt, Carole	00005	GC-01; WL-04
Eich, S	00005	GC-01; WL-04
Eikeland, Karen	00005	GC-01; WL-04
Eiler, Louise	00005	GC-01; WL-04
Eisenberg, Jon	00005	GC-01; WL-04
Eisenberg, Paul	00005	GC-01; WL-04
Eldard, Leslee	00005	GC-01; WL-04
Elder, Melissa	00005	GC-01; WL-04
Eldredge, Mary	00005	GC-01; WL-04
Elepano, Amy	00005	GC-01; WL-04
Elfin, David	00005	GC-01; WL-04
Elfin, Julie	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
<i>Elkins, Cheryl</i>	00005	GC-01; WL-04
<i>Ellefson, Kassy</i>	00005	GC-01; WL-04
<i>Elliott, Benton</i>	00005	GC-01; WL-04
<i>Elliott, Ed</i>	00005	GC-01; WL-04
<i>Ellis, Aimee Dars</i>	00005	GC-01; WL-04
<i>ellis, gavin</i>	00005	GC-01; WL-04
<i>Ellis, Jason</i>	00005	GC-01; WL-04
<i>Elman, Mark</i>	00005	GC-01; WL-04
<i>Else, Carol</i>	00005	GC-01; WL-04
<i>Embry, Judith</i>	00005	GC-01; WL-04
<i>Emerson, Margaret</i>	00005	GC-01; WL-04
<i>Emmott, Tom</i>	00005	GC-01; WL-04
<i>Emrys, Merlin</i>	00005	GC-01; WL-04
<i>England, Peggy</i>	00005	GC-01; WL-04
<i>English, Denie</i>	00005	GC-01; WL-04
<i>Englund, Klaudia</i>	00005	GC-01; WL-04
<i>Ensley, Pam</i>	00005	GC-01; WL-04
<i>Epstein, Ken</i>	00005	GC-01; WL-04
<i>Epstein, Leonard</i>	00005	GC-01; WL-04
<i>Epstein, M. S.</i>	00005	GC-01; WL-04
<i>Epstein, Sarah</i>	00005	GC-01; WL-04
<i>erb, cheryl</i>	00005	GC-01; WL-04
<i>Erbs, Lori</i>	00005	GC-01; WL-04
<i>Erdman, Lynn</i>	00005	GC-01; WL-04
<i>erhart, marla</i>	00005	GC-01; WL-04
<i>Erickson, Martha</i>	00005	GC-01; WL-04
<i>Ericson, Hilarie</i>	00005	GC-01; WL-04
<i>Erway, Donald</i>	00005	GC-01; WL-04
<i>Escobar, Victor</i>	00005	GC-01; WL-04
<i>Eskridge-Hart, Jennifer</i>	00005	GC-01; WL-04
<i>Esposito, Dan</i>	00005	GC-01; WL-04
<i>Esposito, Rhea</i>	00005	GC-01; WL-04
<i>Esposito, Thomas</i>	00005	GC-01; WL-04
<i>Esson, Genevieve</i>	00005	GC-01; WL-04
<i>Esteve, Gregory</i>	00005	GC-01; WL-04
<i>Evans, A. S.</i>	00005	GC-01; WL-04
<i>Evans, Chad</i>	00005	GC-01; WL-04
<i>Evans, Pam</i>	00005	GC-01; WL-04
<i>Evans, Peter</i>	00005	GC-01; WL-04
<i>Evans, Sherlene</i>	00005	GC-01; WL-04
<i>Evens, Jean</i>	00005	GC-01; WL-04
<i>Evenson, Marilyn</i>	00005	GC-01; WL-04
<i>Everett, Miranda</i>	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Evinczik, Eric	00005	GC-01; WL-04
Evon, Debra	00005	GC-01; WL-04
Ewing, Tory	00005	GC-01; WL-04
f, r	00005	GC-01; WL-04
faber, brandy	00005	GC-01; WL-04
Fagan, Cara	00005	GC-01; WL-04
Fagan, Elizabeth	00005	GC-01; WL-04
Faia, Don	00005	GC-01; WL-04
Faich, Ron	00005	GC-01; WL-04
Fairchild, Stephanie	00005	GC-01; WL-04
Faller, Lisabeth	00005	GC-01; WL-04
Falsetto, Rita	00005	GC-01; WL-04
Falzalore@aol.com, Richard	00005	GC-01; WL-04
Family, Susang-Talamo	00005	GC-01; WL-04
Fargnoli, Sam Michael	00005	GC-01; WL-04
Farkash, Stephen	00005	GC-01; WL-04
Farmer, Bonnie	00005	GC-01; WL-04
farmer, linda	00005	GC-01; WL-04
Farrelly, Audrey	00005	GC-01; WL-04
Fascione, Diane	00005	GC-01; WL-04
Fastuca, Meagan	00005	GC-01; WL-04
Fattahipour, Darius	00005	GC-01; WL-04
Fawell, Thomas	00005	GC-01; WL-04
Feda, Nicholas	00005	GC-01; WL-04
Fedele, Joy	00005	GC-01; WL-04
Federman, Steven	00005	GC-01; WL-04
Feemster, Gary	00005	GC-01; WL-04
Feig, andrea	00005	GC-01; WL-04
Feirtag, Donna	00005	GC-01; WL-04
Fejes, Suzanne	00005	GC-01; WL-04
feldi, anna	00005	GC-01; WL-04
feldi, Katherine	00005	GC-01; WL-04
Feldman, Mark	00005	GC-01; WL-04
Fellows, Leslie	00005	GC-01; WL-04
Felver, Rachel	00005	GC-01; WL-04
Fenenbock, Lauren	00005	GC-01; WL-04
Fenster, Steven	00005	GC-01; WL-04
Fenwick, Laura	00005	GC-01; WL-04
Ferguson, Charlene	00005	GC-01; WL-04
Ferguson, Mike	00005	GC-01; WL-04
Ferguson, Sheryl	00005	GC-01; WL-04
Ferland, Linda	00005	GC-01; WL-04
ferrara, robert	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Ferrell, Judith	00005	GC-01; WL-04
Fertig, Asano	00005	GC-01; WL-04
Fetter, Sharon	00005	GC-01; WL-04
Feuchter, Robert H.	00005	GC-01; WL-04
Feuille, Leslie	00005	GC-01; WL-04
Fiedler, Ed	00005	GC-01; WL-04
Field, Brian	00005	GC-01; WL-04
Fields, Jon	00005	GC-01; WL-04
Filip, Thomas	00005	GC-01; WL-04
Fillmore, Jamie	00005	GC-01; WL-04
finamore, scott	00005	GC-01; WL-04
Fingerman, Robert	00005	GC-01; WL-04
Fink, Patti	00005	GC-01; WL-04
Finley, Christopher	00005	GC-01; WL-04
Finley, Joel	00005	GC-01; WL-04
Finley, Susan	00005	GC-01; WL-04
Finn, Julie	00005	GC-01; WL-04
finney, t	00005	GC-01; WL-04
fiorini, Liliana	00005	GC-01; WL-04
Firely, Vincenzo	00005	GC-01; WL-04
Firestone, Mary Aloyse	00005	GC-01; WL-04
first, mary beth	00005	GC-01; WL-04
Fischer, Donald	00005	GC-01; WL-04
Fish, Jason	00005	GC-01; WL-04
Fisher, David	00005	GC-01; WL-04
Fisher, Keith	00005	GC-01; WL-04
Fisher, Tammy	00005	GC-01; WL-04
Fishman, Ted	00005	GC-01; WL-04
Fisk, Todd	00005	GC-01; WL-04
Fisler, Mill	00005	GC-01; WL-04
Fitch, Katherine	00005	GC-01; WL-04
Fite, Gregory	00005	GC-01; WL-04
Fitz, f	00005	GC-01; WL-04
Fitzgerald, Diane	00005	GC-01; WL-04
flaherty, Colene	00005	GC-01; WL-04
Flannery, Marcia	00005	GC-01; WL-04
Flasch, Joseph A	00005	GC-01; WL-04
Flashman, Irwin	00005	GC-01; WL-04
Flather, Dylan	00005	GC-01; WL-04
Fletcher iv, Robert J.	00005	GC-01; WL-04
Fletcher, Bonnie	00005	GC-01; WL-04
Fogel, Adam	00005	GC-01; WL-04
florin, frank	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Florio, Donamarie	00005	GC-01; WL-04
Flowers, Terree	00005	GC-01; WL-04
Fly, Carol	00005	GC-01; WL-04
Fogarty, C.J.	00005	GC-01; WL-04
Foley, Roseann	00005	GC-01; WL-04
Fong, Christina	00005	GC-01; WL-04
Forbes, John	00005	GC-01; WL-04
Forbes, William	00005	GC-01; WL-04
Fore, Judy	00005	GC-01; WL-04
Forehand, Dick	00005	GC-01; WL-04
forman, fay	00005	GC-01; WL-04
Forrest, Becca	00005	GC-01; WL-04
Forrest, Kim	00005	GC-01; WL-04
Forster, Wendy	00005	GC-01; WL-04
Fort-Strietzel, JK	00005	GC-01; WL-04
Forward, Arlene	00005	GC-01; WL-04
Foskett, MaryAnna	00005	GC-01; WL-04
Foster, Evelyn	00005	GC-01; WL-04
Foster, Michael	00005	GC-01; WL-04
Foster, Pat	00005	GC-01; WL-04
Foster, Tracy	00005	GC-01; WL-04
Fowler, Russell	00005	GC-01; WL-04
Fox, Jon	00005	GC-01; WL-04
Fox, Sheila	00005	GC-01; WL-04
Franchi, Irena	00005	GC-01; WL-04
frangione, rocco	00005	GC-01; WL-04
Frank, Andrea	00005	GC-01; WL-04
Frank, Dave	00005	GC-01; WL-04
Frank, Michael	00005	GC-01; WL-04
franklin, doug	00005	GC-01; WL-04
Frantz, Claudia	00005	GC-01; WL-04
Frantz-Crafton, Candy	00005	GC-01; WL-04
Fratzke, Kurt	00005	GC-01; WL-04
fray, antje	00005	GC-01; WL-04
frazier, shelley	00005	GC-01; WL-04
Frear, Ruth	00005	GC-01; WL-04
Fredenburg, Frank	00005	GC-01; WL-04
Frederick, Nicholas	00005	GC-01; WL-04
Fredrickson, Erik	00005	GC-01; WL-04
Freedman, Matt	00005	GC-01; WL-04
FREELAND, DEBORAH	00005	GC-01; WL-04
Freeman, Alyssa	00005	GC-01; WL-04
Freeman, Toni	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Freiberg, Harry	00005	GC-01; WL-04
Frese, Linda	00005	GC-01; WL-04
Frey, Adrienne	00005	GC-01; WL-04
Friedenson, Louise	00005	GC-01; WL-04
Friesen, Rick	00005	GC-01; WL-04
Friesenhengst, Richard	00005	GC-01; WL-04
Fritch, Alyce	00005	GC-01; WL-04
Fritzler, Cynadi	00005	GC-01; WL-04
Frohn, Joyce	00005	GC-01; WL-04
Fromberg, Jeff	00005	GC-01; WL-04
Frounfelter, Earl	00005	GC-01; WL-04
Frusteri, Marianne	00005	GC-01; WL-04
Frye, Joel	00005	GC-01; WL-04
Fryer, Ray	00005	GC-01; WL-04
Fryer, Sherri	00005	GC-01; WL-04
Fuertes, Matías	00005	GC-01; WL-04
Fugate, Peggy	00005	GC-01; WL-04
Fularczyk, Margaret	00005	GC-01; WL-04
Fuqua, Chad	00005	GC-01; WL-04
Furnish, Shearle	00005	GC-01; WL-04
Furutate, Midori	00005	GC-01; WL-04
Fusilier, Gilda	00005	GC-01; WL-04
Fysz, Joseph	00005	GC-01; WL-04
G, C	00005	GC-01; WL-04
GACHARNA, GAIL	00005	GC-01; WL-04
Gacs, Tibor	00005	GC-01; WL-04
gagliardi, phillip	00005	GC-01; WL-04
Gaiser, Jörg	00005	GC-01; WL-04
galdo, joe	00005	GC-01; WL-04
Galdo, Querido	00005	GC-01; WL-04
Gallagher, Julie	00005	GC-01; WL-04
Gallicho, Monica McKeown	00005	GC-01; WL-04
Galligan, Kathleen	00005	GC-01; WL-04
Gallinger, Rob	00005	GC-01; WL-04
Galushko, Tatyana	00005	GC-01; WL-04
Gamache, Brenda	00005	GC-01; WL-04
gamache, jussi	00005	GC-01; WL-04
Garbrick, Kathe	00005	GC-01; WL-04
Garceau, Marcia	00005	GC-01; WL-04
Garcia, Beverly	00005	GC-01; WL-04
Garcia, Teresa	00005	GC-01; WL-04
Gardiner, Trish	00005	GC-01; WL-04
gardner, chris	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Garfinkel, Nina	00005	GC-01; WL-04
Gargiulo, Diane	00005	GC-01; WL-04
Gargiulo, T	00005	GC-01; WL-04
Garibaldi, Elizabeth	00005	GC-01; WL-04
Garity, Michael	00005	GC-01; WL-04
Garmon, Toni	00005	GC-01; WL-04
Garrecht, Jamila	00005	GC-01; WL-04
Garrett, Larry	00005	GC-01; WL-04
Garrett, Merikay	00005	GC-01; WL-04
Garrett, Steve	00005	GC-01; WL-04
Garrett, Esther	00005	GC-01; WL-04
Gary, Michael	00005	GC-01; WL-04
Gary, Steven	00005	GC-01; WL-04
Gata, Kris	00005	GC-01; WL-04
Gatti, Cristina	00005	GC-01; WL-04
Gatto, Gina	00005	GC-01; WL-04
Gaulin, Gigi	00005	GC-01; WL-04
Gautschi, Christa	00005	GC-01; WL-04
Gawlik, Jessica	00005	GC-01; WL-04
Gaylin, Karen	00005	GC-01; WL-04
Geahlen, Karen	00005	GC-01; WL-04
Gearding, Jeff	00005	GC-01; WL-04
Gee, Karen	00005	GC-01; WL-04
Gee, Lisa	00005	GC-01; WL-04
Geear, Jim	00005	GC-01; WL-04
gehman, beth	00005	GC-01; WL-04
Gehrich, Jennifer	00005	GC-01; WL-04
Gehring, Patricia	00005	GC-01; WL-04
Geiger, John	00005	GC-01; WL-04
Gelsomino, Rene	00005	GC-01; WL-04
Geluz, Gemma	00005	GC-01; WL-04
Genasci, Elaine	00005	GC-01; WL-04
Genasci, Jean	00005	GC-01; WL-04
Gendron, Bob	00005	GC-01; WL-04
Gentes, Mija	00005	GC-01; WL-04
Gentili-Lloyd, Mika	00005	GC-01; WL-04
Gentle, Hope	00005	GC-01; WL-04
Gentry, Greg	00005	GC-01; WL-04
George, Donna	00005	GC-01; WL-04
George, Kim Sanders	00005	GC-01; WL-04
Geronimo, Ginger	00005	GC-01; WL-04
Ghiggia, Michelle	00005	GC-01; WL-04
Ghirardelli, Susan	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Gianikos, Cathy	00005	GC-01; WL-04
Gibb, Robert	00005	GC-01; WL-04
Gibbons, Brian	00005	GC-01; WL-04
Giblin, Thomas	00005	GC-01; WL-04
Gibson, J Victoria	00005	GC-01; WL-04
Gibson, Jody	00005	GC-01; WL-04
Gideon, Barbara	00005	GC-01; WL-04
Giese, Mark	00005	GC-01; WL-04
Gieser, Ellie	00005	GC-01; WL-04
Gieser, John	00005	GC-01; WL-04
Gilbert, Camille	00005	GC-01; WL-04
Gilbert, Tracy	00005	GC-01; WL-04
gilbreath, Shirley	00005	GC-01; WL-04
Gilchriest, Anthony	00005	GC-01; WL-04
Gilder, Edith	00005	GC-01; WL-04
Giles, Al	00005	GC-01; WL-04
Gillam, Thea	00005	GC-01; WL-04
Gillespie, Sharon	00005	GC-01; WL-04
Gillespie, Thomas	00005	GC-01; WL-04
Gillespy, Nicole	00005	GC-01; WL-04
Gillono, Mark	00005	GC-01; WL-04
Gindele, Abigail	00005	GC-01; WL-04
Gingras, Brian	00005	GC-01; WL-04
Ginsburg, Joe	00005	GC-01; WL-04
Gitschier, Jennifer	00005	GC-01; WL-04
Gittinger, Mildred	00005	GC-01; WL-04
Giuliani, Lynda	00005	GC-01; WL-04
Giuliano, Matty	00005	GC-01; WL-04
Gladfelter, Barbara	00005	GC-01; WL-04
Glancy, Jo	00005	GC-01; WL-04
Glass, Jordan	00005	GC-01; WL-04
Glasser, Joan	00005	GC-01; WL-04
Glasser, Mark	00005	GC-01; WL-04
Glasser, Tanya	00005	GC-01; WL-04
Glassheim, Barbara	00005	GC-01; WL-04
Glaston, Joe	00005	GC-01; WL-04
Gleckel, Garry	00005	GC-01; WL-04
Glidden, Hal	00005	GC-01; WL-04
Gliva, Stephen	00005	GC-01; WL-04
Glogovsky, rachael	00005	GC-01; WL-04
Glueckert, Bev Beck	00005	GC-01; WL-04
Gnekow, Megan	00005	GC-01; WL-04
goekowski, marilyn	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Goethel, James	00005	GC-01; WL-04
Goetinck, Glenys	00005	GC-01; WL-04
Goetinck, Jean	00005	GC-01; WL-04
Goetschius, Lascinda	00005	GC-01; WL-04
Goetz, Gary	00005	GC-01; WL-04
Gold, Leslie	00005	GC-01; WL-04
Goldberg, Peggy	00005	GC-01; WL-04
Goldenberg, Helen	00005	GC-01; WL-04
goldie, colin	00005	GC-01; WL-04
GOLDIN, BOBBI	00005	GC-01; WL-04
Goldman, Melanie B	00005	GC-01; WL-04
GOLDMAN-HULL, SERGI	00005	GC-01; WL-04
Goldstein, Jody	00005	GC-01; WL-04
Goldstein, Sonia	00005	GC-01; WL-04
Goldufsky, Joe	00005	GC-01; WL-04
Golembiewski, Deborah	00005	GC-01; WL-04
Goller, Betty	00005	GC-01; WL-04
Gonzalez, Denise	00005	GC-01; WL-04
Gonzalez, Maria	00005	GC-01; WL-04
Gonzalez, Yazmin	00005	GC-01; WL-04
Goodhart, James	00005	GC-01; WL-04
Goodyear, Maxine	00005	GC-01; WL-04
Goot, Yvette	00005	GC-01; WL-04
Gorak, Martha	00005	GC-01; WL-04
Gordineer, Karine	00005	GC-01; WL-04
Gordon, Judith	00005	GC-01; WL-04
Gordon, Lauretta	00005	GC-01; WL-04
Gordon, Lisa	00005	GC-01; WL-04
Gordon-Watson, Lynne	00005	GC-01; WL-04
Gorman, Michael	00005	GC-01; WL-04
Goslant, Carol	00005	GC-01; WL-04
Gotfrid, Robin	00005	GC-01; WL-04
Gourley, Eugene	00005	GC-01; WL-04
Gowani, Nancy	00005	GC-01; WL-04
grabowski, michelle	00005	GC-01; WL-04
Graffell, Jess	00005	GC-01; WL-04
Grajczyk, Joyce	00005	GC-01; WL-04
Grande, Paula	00005	GC-01; WL-04
Grandle, LB	00005	GC-01; WL-04
Grandt, E	00005	GC-01; WL-04
Granlund, Fred	00005	GC-01; WL-04
Grant, Renee	00005	GC-01; WL-04
grant, troy	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Grasso, Elizabeth	00005	GC-01; WL-04
Graves, Holly	00005	GC-01; WL-04
Graves, Joel	00005	GC-01; WL-04
Gray, Dick	00005	GC-01; WL-04
Gray, Glenn	00005	GC-01; WL-04
Gray, Jack	00005	GC-01; WL-04
Gray, Pamela	00005	GC-01; WL-04
Greco, Theresa	00005	GC-01; WL-04
Green, Kristin	00005	GC-01; WL-04
Green, Savannah	00005	GC-01; WL-04
Green, Steve	00005	GC-01; WL-04
Greenblatt, Scott	00005	GC-01; WL-04
Greene, B.	00005	GC-01; WL-04
Greene, Harriet	00005	GC-01; WL-04
Greene, Jeanine	00005	GC-01; WL-04
Green-Hughes, Sue	00005	GC-01; WL-04
Greenwald, Evelyn	00005	GC-01; WL-04
Greer, Jamie	00005	GC-01; WL-04
Gregory, Marc	00005	GC-01; WL-04
Gregory, Patricia	00005	GC-01; WL-04
Gregory, Phyllis	00005	GC-01; WL-04
Greinke, Pamylle	00005	GC-01; WL-04
Gricevich, Anne	00005	GC-01; WL-04
Griego, G	00005	GC-01; WL-04
Griffin, Evelyn	00005	GC-01; WL-04
Griffith, David	00005	GC-01; WL-04
Griffith, Eric	00005	GC-01; WL-04
Griffith, Jennifer	00005	GC-01; WL-04
Griffith, Julie	00005	GC-01; WL-04
Griffith, Steve	00005	GC-01; WL-04
Grigorian, Renee	00005	GC-01; WL-04
Grimes, Tara	00005	GC-01; WL-04
Grimm, Barton	00005	GC-01; WL-04
Grimwood, Jaime	00005	GC-01; WL-04
Griswold, Tracy	00005	GC-01; WL-04
Gritsch, Maria	00005	GC-01; WL-04
Gromoll, Norda	00005	GC-01; WL-04
Gronemeyer, Kimberly	00005	GC-01; WL-04
Gronholt, Mary	00005	GC-01; WL-04
Grose, Harriet	00005	GC-01; WL-04
Grosh, William	00005	GC-01; WL-04
Gross, Emily	00005	GC-01; WL-04
Grotheer, Erik	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Groves, Rosamond	00005	GC-01; WL-04
grunberger, dorit	00005	GC-01; WL-04
Guerrero, Christine	00005	GC-01; WL-04
Guerrero, Peter	00005	GC-01; WL-04
Guh, H.	00005	GC-01; WL-04
Guilbault, Aubrey	00005	GC-01; WL-04
Gunay, Zeki	00005	GC-01; WL-04
Gundlach, Howard	00005	GC-01; WL-04
Gunter, Karlene	00005	GC-01; WL-04
gunther, susan	00005	GC-01; WL-04
Guptail, Matthew	00005	GC-01; WL-04
Gurdin, J. Barry	00005	GC-01; WL-04
Gustafson, Owen	00005	GC-01; WL-04
Guthrie, Todd	00005	GC-01; WL-04
Gutierrez, Oscar	00005	GC-01; WL-04
Gynane, Kathy	00005	GC-01; WL-04
H, K	00005	GC-01; WL-04
H, Linda	00005	GC-01; WL-04
Haas, Margaret	00005	GC-01; WL-04
Hackett, Sylvia	00005	GC-01; WL-04
Haemmerle, Joseph	00005	GC-01; WL-04
Hafemeyer, Nicole	00005	GC-01; WL-04
Hager, Jon	00005	GC-01; WL-04
Haggerty, Emily	00005	GC-01; WL-04
Hahn, Kimberly	00005	GC-01; WL-04
Haines, Kyle	00005	GC-01; WL-04
Hair, Ursula	00005	GC-01; WL-04
Halbert, Jim	00005	GC-01; WL-04
halcomb, alyssa	00005	GC-01; WL-04
Haley, Patty	00005	GC-01; WL-04
Hall, Holly	00005	GC-01; WL-04
Hall, Michael	00005	GC-01; WL-04
hall, noah	00005	GC-01; WL-04
Hall, Pamela	00005	GC-01; WL-04
Hall, Sharrilynne	00005	GC-01; WL-04
Haller, john	00005	GC-01; WL-04
Hallett, Mark	00005	GC-01; WL-04
Halligan, Sue	00005	GC-01; WL-04
Halloran, Clare	00005	GC-01; WL-04
Halloran, Joan	00005	GC-01; WL-04
Halvorsen, Verlaine	00005	GC-01; WL-04
Hamann, Susan	00005	GC-01; WL-04
Hamby, David	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Hamilton, Lois	00005	GC-01; WL-04
Hamilton, Pamela	00005	GC-01; WL-04
Hamilton, Sarah	00005	GC-01; WL-04
Hamilton, Wesley	00005	GC-01; WL-04
Hammond, Robert	00005	GC-01; WL-04
Hamulak, Pamela	00005	GC-01; WL-04
Hanas, Diane	00005	GC-01; WL-04
Hanawalt, Rachel	00005	GC-01; WL-04
Handelsman, Robert	00005	GC-01; WL-04
HANDLIN, JENNIFER	00005	GC-01; WL-04
Handsaker, Heidi	00005	GC-01; WL-04
Handwerker, Steven	00005	GC-01; WL-04
Hanks, Laura	00005	GC-01; WL-04
Hansen, Amy	00005	GC-01; WL-04
Hansen, Bev	00005	GC-01; WL-04
Hansen, Julie	00005	GC-01; WL-04
Hansen, Nathaniel	00005	GC-01; WL-04
Hanson, Art	00005	GC-01; WL-04
Hanson, Jim	00005	GC-01; WL-04
Hanson, Nancy	00005	GC-01; WL-04
Hantel, Johanna	00005	GC-01; WL-04
Hanus, Jeffry	00005	GC-01; WL-04
Haram, Cheri	00005	GC-01; WL-04
Harder, Kate	00005	GC-01; WL-04
Hardie, Daniel	00005	GC-01; WL-04
Harding, Eleanor	00005	GC-01; WL-04
Hardwick, John	00005	GC-01; WL-04
Hargraves, Mark	00005	GC-01; WL-04
Harmon, Susan	00005	GC-01; WL-04
Haroutian, Peter	00005	GC-01; WL-04
Harper, Rebecca	00005	GC-01; WL-04
Harper, Thomas	00005	GC-01; WL-04
Harper-Smith, Pamela	00005	GC-01; WL-04
Harriman, Frances	00005	GC-01; WL-04
Harrington, Michelle	00005	GC-01; WL-04
Harrington, Tyler	00005	GC-01; WL-04
Harris, Alex	00005	GC-01; WL-04
Harris, Daniel L.	00005	GC-01; WL-04
Harris, Debra	00005	GC-01; WL-04
Harris, Freya	00005	GC-01; WL-04
Harris, Gail	00005	GC-01; WL-04
Harris, Jamie	00005	GC-01; WL-04
Harris, Laurie Lindemulder	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Harris, Robert	O0005	GC-01; WL-04
harris, tom	O0005	GC-01; WL-04
Harrison, Connor	O0005	GC-01; WL-04
Harrison, Randy	O0005	GC-01; WL-04
Harrison, Scott	O0005	GC-01; WL-04
Harrison, T Hamboyan	O0005	GC-01; WL-04
Harte, Mary	O0005	GC-01; WL-04
Hartenstine, Dennis	O0005	GC-01; WL-04
Hartleb, Carole	O0005	GC-01; WL-04
hartman, bikegirlnancy@, nancy	O0005	GC-01; WL-04
Hartman, Brenda	O0005	GC-01; WL-04
Hartman, George	O0005	GC-01; WL-04
hartman, james	O0005	GC-01; WL-04
Hartman, ng3hart@, Nancy	O0005	GC-01; WL-04
Harvey, Kathy	O0005	GC-01; WL-04
Harvey, Yvonne	O0005	GC-01; WL-04
Harville, Avril	O0005	GC-01; WL-04
hasenhuettl, claudia	O0005	GC-01; WL-04
Hashemi-Briskin, Jordan	O0005	GC-01; WL-04
Hattie, Mallory	O0005	GC-01; WL-04
Hauber, Barclay	O0005	GC-01; WL-04
Hauck, Molly	O0005	GC-01; WL-04
Hauer, Emily	O0005	GC-01; WL-04
Haupt, Carolyn	O0005	GC-01; WL-04
Hauser, Barb	O0005	GC-01; WL-04
Haux, Suzanne	O0005	GC-01; WL-04
haverkamp, kathy	O0005	GC-01; WL-04
Hawes, Beth	O0005	GC-01; WL-04
Hawk, Maggie	O0005	GC-01; WL-04
Hawley, Daniel	O0005	GC-01; WL-04
Hayes, Joseph	O0005	GC-01; WL-04
Hayes, Mary	O0005	GC-01; WL-04
hayes, maureen	O0005	GC-01; WL-04
Hayes, Teresa	O0005	GC-01; WL-04
Hayes-Budgen, Shawndra	O0005	GC-01; WL-04
Hazelton, Judith	O0005	GC-01; WL-04
hazzard, sandra	O0005	GC-01; WL-04
Hedger, Lloyd	O0005	GC-01; WL-04
Hedlin, Carol	O0005	GC-01; WL-04
Heff, Reed	O0005	GC-01; WL-04
Heffernan, Dan	O0005	GC-01; WL-04
Heffernan, David	O0005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
heinemann, denine	00005	GC-01; WL-04
Heinly, Bridgett	00005	GC-01; WL-04
Heinrich, Hans-Peter	00005	GC-01; WL-04
Heinzig, Dennis	00005	GC-01; WL-04
Heist, Bryn	00005	GC-01; WL-04
Heithaus, Melissa	00005	GC-01; WL-04
Helaudais, Jamie	00005	GC-01; WL-04
Hemenez, Jeffrey	00005	GC-01; WL-04
Hempel, Liv	00005	GC-01; WL-04
Henderson, Kelly	00005	GC-01; WL-04
Henderson, Martin	00005	GC-01; WL-04
Hendrix, Linda	00005	GC-01; WL-04
Henigman, Mali	00005	GC-01; WL-04
Hennessy, Nick	00005	GC-01; WL-04
Henning, Brian	00005	GC-01; WL-04
Henriksen, James	00005	GC-01; WL-04
Henriksen, Melissa	00005	GC-01; WL-04
Henry, Grayson	00005	GC-01; WL-04
Hensley, Bobbie	00005	GC-01; WL-04
Herbert, Jack	00005	GC-01; WL-04
Herbst, Tori	00005	GC-01; WL-04
Herman, MariLynn	00005	GC-01; WL-04
Herman, Randy	00005	GC-01; WL-04
Hermann-Dougherty, Janet	00005	GC-01; WL-04
Hermanns, David	00005	GC-01; WL-04
Hernandez, Joe	00005	GC-01; WL-04
Hernandez, Steven	00005	GC-01; WL-04
Herndobler, Beth	00005	GC-01; WL-04
Herold, Ana	00005	GC-01; WL-04
Herstein, Jennifer	00005	GC-01; WL-04
Hertenstein, Rhonda	00005	GC-01; WL-04
Hertz, Albert and Marcia	00005	GC-01; WL-04
Herwig, Gary	00005	GC-01; WL-04
Herzog, Michael	00005	GC-01; WL-04
Herzog, Thomas	00005	GC-01; WL-04
Hessler, Charles	00005	GC-01; WL-04
Heuman, Christopher	00005	GC-01; WL-04
Hewitt, Anne-Marie	00005	GC-01; WL-04
Hewitt, Carol	00005	GC-01; WL-04
Heyneman, John	00005	GC-01; WL-04
Hiatt, Sky	00005	GC-01; WL-04
Hickey, Mary	00005	GC-01; WL-04
Hickman, Elizabeth	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Hickman, Tammy	00005	GC-01; WL-04
Hicks, Lacey	00005	GC-01; WL-04
Hicks-Severn, Percy	00005	GC-01; WL-04
Higson, Howard	00005	GC-01; WL-04
Hilf, Lawrence	00005	GC-01; WL-04
Hill, James	00005	GC-01; WL-04
Hill, Jennifer	00005	GC-01; WL-04
Hill, Marilyn	00005	GC-01; WL-04
Hilt, Sydney A.	00005	GC-01; WL-04
Himes, Erica	00005	GC-01; WL-04
Himes-Powers, Susan	00005	GC-01; WL-04
Hinely, Robert	00005	GC-01; WL-04
Hines, Emme	00005	GC-01; WL-04
Hines, Linda	00005	GC-01; WL-04
Hines, Nancy	00005	GC-01; WL-04
Hinnant, John	00005	GC-01; WL-04
Hinze, Willie	00005	GC-01; WL-04
Hoch, Lisa	00005	GC-01; WL-04
Hodson, Sally	00005	GC-01; WL-04
Hoenig, Irwin	00005	GC-01; WL-04
Hofberg, Eva	00005	GC-01; WL-04
Hoffmann, Deborah	00005	GC-01; WL-04
Hogan, Randolph	00005	GC-01; WL-04
Holcomb, William S.T.	00005	GC-01; WL-04
Holden, Nichole	00005	GC-01; WL-04
hollander, roger	00005	GC-01; WL-04
Holley, Thomas	00005	GC-01; WL-04
Hollinrake, Mark	00005	GC-01; WL-04
Holmes, Hali	00005	GC-01; WL-04
holmes, Nancy	00005	GC-01; WL-04
Holt, Randi	00005	GC-01; WL-04
Holtz, Barbara	00005	GC-01; WL-04
Holtz, Sue	00005	GC-01; WL-04
Holtzman, Dorothy	00005	GC-01; WL-04
Holtzman, Julie	00005	GC-01; WL-04
Holy, Dominique	00005	GC-01; WL-04
Holzendorf, Victoria	00005	GC-01; WL-04
Hommel, Teresa	00005	GC-01; WL-04
Hoot, Lois	00005	GC-01; WL-04
Hoover, Thomas	00005	GC-01; WL-04
Hope, Cathy	00005	GC-01; WL-04
Hopkins, Annette	00005	GC-01; WL-04
Hopkins, Kaye	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Hoppenbrouwers, Elke	00005	GC-01; WL-04
Horner-Johnson, Ben	00005	GC-01; WL-04
Horst, Karla	00005	GC-01; WL-04
Horvath, Elizabeth	00005	GC-01; WL-04
Hoskie, Gary	00005	GC-01; WL-04
Hottle, Charles	00005	GC-01; WL-04
Hougham, Tom	00005	GC-01; WL-04
Houseworth, Bradley	00005	GC-01; WL-04
Howard, Dave	00005	GC-01; WL-04
Howard, Erin	00005	GC-01; WL-04
Howard, Gloria J	00005	GC-01; WL-04
Howard, Ronald	00005	GC-01; WL-04
Howden, John	00005	GC-01; WL-04
Hoyt, Suzette	00005	GC-01; WL-04
Hubbard, James	00005	GC-01; WL-04
Hubert, Ronald	00005	GC-01; WL-04
Huddlestone, Laura	00005	GC-01; WL-04
Hudgins, Jerry	00005	GC-01; WL-04
Huebner, David	00005	GC-01; WL-04
Huff, C. A.	00005	GC-01; WL-04
Hufnagel, Glenn	00005	GC-01; WL-04
Hughes, Andy	00005	GC-01; WL-04
Hughes, Bill	00005	GC-01; WL-04
Hughes, Jerry	00005	GC-01; WL-04
Hughes, Kevin	00005	GC-01; WL-04
Hughes, Lisa	00005	GC-01; WL-04
hughes, robert	00005	GC-01; WL-04
HULL, ACE	00005	GC-01; WL-04
Hult, Philip	00005	GC-01; WL-04
Hultgren, Raso	00005	GC-01; WL-04
Humphrey, Nicolas	00005	GC-01; WL-04
humphries, nicolette	00005	GC-01; WL-04
Hunkler, Lisa	00005	GC-01; WL-04
Hunrichs, Paul	00005	GC-01; WL-04
Hunt, Cashin	00005	GC-01; WL-04
Hunt, Cyndi	00005	GC-01; WL-04
HUNTER, MARSHA	00005	GC-01; WL-04
Hurschik, Kimberly	00005	GC-01; WL-04
Hurst, June	00005	GC-01; WL-04
Hurtt, Kimberly	00005	GC-01; WL-04
Husocki, Karen	00005	GC-01; WL-04
Hutchins, Kimberly	00005	GC-01; WL-04
hutchison, judith	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Hyland, Matthew	00005	GC-01; WL-04
Hardi, Robert and Virginia	00005	GC-01; WL-04
ILLG, Gordon	00005	GC-01; WL-04
INSURRIAGA, AURORA	00005	GC-01; WL-04
Iovino, Teresa	00005	GC-01; WL-04
Irvin, Yvonne	00005	GC-01; WL-04
Ishii-Kiefer, Takako	00005	GC-01; WL-04
Isolde, Ann	00005	GC-01; WL-04
Ivey, Gary	00005	GC-01; WL-04
Jache, Elizabeth	00005	GC-01; WL-04
Jackson, Claire	00005	GC-01; WL-04
Jackson, Monica	00005	GC-01; WL-04
Jackson, Sandra	00005	GC-01; WL-04
Jackson, Shawn	00005	GC-01; WL-04
JACOBS, QUIDA	00005	GC-01; WL-04
Jacobsen, Brad	00005	GC-01; WL-04
Jaeger, Todd	00005	GC-01; WL-04
jager, Ashley	00005	GC-01; WL-04
Jakusz, Darlene	00005	GC-01; WL-04
James, Brenda	00005	GC-01; WL-04
James, Gordon	00005	GC-01; WL-04
James, Russell	00005	GC-01; WL-04
Janakiraman, Anna	00005	GC-01; WL-04
Jandourek, Alexia	00005	GC-01; WL-04
Jarrard, Sue	00005	GC-01; WL-04
Jasiukiewicz, Anna	00005	GC-01; WL-04
Jasper, Alan	00005	GC-01; WL-04
Jastromb, Virginia	00005	GC-01; WL-04
Jefferson, Paul	00005	GC-01; WL-04
Jeffries, Lynne	00005	GC-01; WL-04
Jehn, Robert	00005	GC-01; WL-04
jena, alice	00005	GC-01; WL-04
Jenisio, Kurt	00005	GC-01; WL-04
Jenkins, Alesia	00005	GC-01; WL-04
Jenkins, Jeff	00005	GC-01; WL-04
jenkins, vicki	00005	GC-01; WL-04
Jennings, Karen	00005	GC-01; WL-04
Jernquist, Harriet	00005	GC-01; WL-04
jessler, darynne	00005	GC-01; WL-04
Jhangiani, Anka	00005	GC-01; WL-04
jirotka, marina	00005	GC-01; WL-04
Jobe, Susan	00005	GC-01; WL-04
Johanson, Erica	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Johnson, Aubrey	00005	GC-01; WL-04
Johnson, Becky	00005	GC-01; WL-04
johnson, chessa rae	00005	GC-01; WL-04
johnson, curt	00005	GC-01; WL-04
Johnson, Don	00005	GC-01; WL-04
Johnson, Kay	00005	GC-01; WL-04
Johnson, Logan	00005	GC-01; WL-04
Johnson, Lorraine D.	00005	GC-01; WL-04
Johnson, Michele	00005	GC-01; WL-04
Johnson, Pat	00005	GC-01; WL-04
Johnson, Patti	00005	GC-01; WL-04
Johnson, Rhonda	00005	GC-01; WL-04
Johnson, Shawn	00005	GC-01; WL-04
Johnson, Susan	00005	GC-01; WL-04
Johnson, Todd	00005	GC-01; WL-04
Johnson, Tom	00005	GC-01; WL-04
Johnson, W	00005	GC-01; WL-04
Johnson-Hamerterman, Lois	00005	GC-01; WL-04
Johnston, Ruth	00005	GC-01; WL-04
Johnston, Tracy	00005	GC-01; WL-04
Joncus, Andrew	00005	GC-01; WL-04
Jones, Betti	00005	GC-01; WL-04
Jones, Brad	00005	GC-01; WL-04
Jones, Donna	00005	GC-01; WL-04
Jones, Emilie	00005	GC-01; WL-04
jones, eric	00005	GC-01; WL-04
Jones, Garry	00005	GC-01; WL-04
Jones, Helen	00005	GC-01; WL-04
Jones, Jan	00005	GC-01; WL-04
Jones, Jeffrey	00005	GC-01; WL-04
Jones, Linda	00005	GC-01; WL-04
Jones, Sharon	00005	GC-01; WL-04
Jones, Sherri	00005	GC-01; WL-04
Jones, Tony	00005	GC-01; WL-04
Jones, Vikki	00005	GC-01; WL-04
Jones, William	00005	GC-01; WL-04
Jones-Bedel, Laura	00005	GC-01; WL-04
Jordan, Lois	00005	GC-01; WL-04
Jordan, Shannon	00005	GC-01; WL-04
Jorgensen, Lesley	00005	GC-01; WL-04
Jude, Roderick	00005	GC-01; WL-04
Judy, Mark and Harvey	00005	GC-01; WL-04
Juhl, Brandon	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
jung, scott	00005	GC-01; WL-04
Jurczewski, Carol	00005	GC-01; WL-04
K, C	00005	GC-01; WL-04
K, Lee	00005	GC-01; WL-04
Kaffer, Kathryn	00005	GC-01; WL-04
Kafka, Mo	00005	GC-01; WL-04
Kahigian, Peter	00005	GC-01; WL-04
Kalovsky, Robert	00005	GC-01; WL-04
kaluza, n	00005	GC-01; WL-04
Kamath, Tara	00005	GC-01; WL-04
Kamm, Lynn	00005	GC-01; WL-04
Kampa, Jan	00005	GC-01; WL-04
Kane, Caroline	00005	GC-01; WL-04
Kantor, Mark	00005	GC-01; WL-04
Kaplan, Claudia	00005	GC-01; WL-04
Kaplan, Eliot	00005	GC-01; WL-04
Kaplan, Robert B.	00005	GC-01; WL-04
Kasey, C.	00005	GC-01; WL-04
Kathy, Harry and Brownfield	00005	GC-01; WL-04
Katrak, Karen A	00005	GC-01; WL-04
Katsarou, Litsa	00005	GC-01; WL-04
Katsouros, Tracey	00005	GC-01; WL-04
Kaufman, Andrea	00005	GC-01; WL-04
Kawszan, Karen	00005	GC-01; WL-04
Kay, James and Burde	00005	GC-01; WL-04
Kaye-Carr, Josh	00005	GC-01; WL-04
Kaylor, Sharon	00005	GC-01; WL-04
Kazan, Georgina	00005	GC-01; WL-04
Kearns, Debbie	00005	GC-01; WL-04
Kecman, Branislav	00005	GC-01; WL-04
keeley, judith	00005	GC-01; WL-04
Kegler, Lori	00005	GC-01; WL-04
Kehew, Linda	00005	GC-01; WL-04
Keiser, John	00005	GC-01; WL-04
Keiter, Carol	00005	GC-01; WL-04
Kelcey, Kathleen	00005	GC-01; WL-04
kelleher, karen	00005	GC-01; WL-04
Keller, Drew	00005	GC-01; WL-04
kelley, john	00005	GC-01; WL-04
Kelley, Kristi	00005	GC-01; WL-04
Kelly, Wayne	00005	GC-01; WL-04
Kelso, Carolyn	00005	GC-01; WL-04
Kendrick, Missy	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Kenion, Lisa	O0005	GC-01; WL-04
Kennedy, Robert	O0005	GC-01; WL-04
Kenny, Bonnie	O0005	GC-01; WL-04
Kent, Diane	O0005	GC-01; WL-04
Kerr, James	O0005	GC-01; WL-04
Kerr, Sandra	O0005	GC-01; WL-04
Keske, Kathleen	O0005	GC-01; WL-04
Kestenbaum, David	O0005	GC-01; WL-04
Kestler, Ronald	O0005	GC-01; WL-04
kethler, dorothy	O0005	GC-01; WL-04
Keup, Astrid	O0005	GC-01; WL-04
Keys, Catherine	O0005	GC-01; WL-04
Keyser, diana	O0005	GC-01; WL-04
Khalsa, HK	O0005	GC-01; WL-04
Khalsa, Simran	O0005	GC-01; WL-04
Kidd, Lori Beth	O0005	GC-01; WL-04
Kieffer, Ramsay	O0005	GC-01; WL-04
Kiefner, Joe	O0005	GC-01; WL-04
Kilgore, Deb	O0005	GC-01; WL-04
Kim, Ji-Young	O0005	GC-01; WL-04
King, Christine	O0005	GC-01; WL-04
king, dawn	O0005	GC-01; WL-04
King, Dr. Tammy	O0005	GC-01; WL-04
King, Judith	O0005	GC-01; WL-04
King, Kari	O0005	GC-01; WL-04
King, Marilyn	O0005	GC-01; WL-04
Kingswell, Vikki Attard	O0005	GC-01; WL-04
Kinney, Douglas	O0005	GC-01; WL-04
Kipling, Caroline	O0005	GC-01; WL-04
Kir, Nat	O0005	GC-01; WL-04
kirby, nathan	O0005	GC-01; WL-04
Kirby, Suzanne	O0005	GC-01; WL-04
Kirk, Faith	O0005	GC-01; WL-04
Kirkham, Connie	O0005	GC-01; WL-04
Kirschling, Karen	O0005	GC-01; WL-04
Kirsling, Mary-Ann	O0005	GC-01; WL-04
Kiselewich, Kathleen	O0005	GC-01; WL-04
Kjaerulff, Maria	O0005	GC-01; WL-04
Klabin, Julie	O0005	GC-01; WL-04
Klafta, Judy	O0005	GC-01; WL-04
Klass, Naomi	O0005	GC-01; WL-04
Klein, James	O0005	GC-01; WL-04
Klempin, Serena	O0005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Klepke, Lisa	00005	GC-01; WL-04
Kline, Stacy	00005	GC-01; WL-04
Klingenberg, Barbara	00005	GC-01; WL-04
klof, s	00005	GC-01; WL-04
Klosterman, Pete	00005	GC-01; WL-04
Kloth, Jared	00005	GC-01; WL-04
Knablin, Richard	00005	GC-01; WL-04
Knight, E M	00005	GC-01; WL-04
Knight, Kendra	00005	GC-01; WL-04
Knight, Laura	00005	GC-01; WL-04
Knoblock, Glenn	00005	GC-01; WL-04
Knopf, Brad	00005	GC-01; WL-04
Knoppers, Sherry	00005	GC-01; WL-04
Knott, James	00005	GC-01; WL-04
Knox, Van	00005	GC-01; WL-04
Knueven, Judy	00005	GC-01; WL-04
Koblenz, Ruth	00005	GC-01; WL-04
Koch, Cindy	00005	GC-01; WL-04
Koch, Joann	00005	GC-01; WL-04
Kocoras, Peggy	00005	GC-01; WL-04
Koehler, Matthew	00005	GC-01; WL-04
Koeller, David	00005	GC-01; WL-04
Kohl, Katherine	00005	GC-01; WL-04
Kohn, Reilly	00005	GC-01; WL-04
Koivisto, Ellen	00005	GC-01; WL-04
Kokol, Steve	00005	GC-01; WL-04
Kokowski, Diane	00005	GC-01; WL-04
kollar, nika	00005	GC-01; WL-04
Kollar, Susan	00005	GC-01; WL-04
Komiensky, Chris	00005	GC-01; WL-04
Komisarof, Jeff	00005	GC-01; WL-04
Komishock Jr., Paul	00005	GC-01; WL-04
Kommerstad-Reiche, Carol	00005	GC-01; WL-04
Konopacki, Gail and Richard	00005	GC-01; WL-04
Konstanty, Kristin	00005	GC-01; WL-04
Koogler, Sharon	00005	GC-01; WL-04
Kopchinski, Leslie	00005	GC-01; WL-04
Kopnick, Ramona	00005	GC-01; WL-04
Koran, Jessica	00005	GC-01; WL-04
Kornreich, David	00005	GC-01; WL-04
Korsos, Marlene	00005	GC-01; WL-04
Kosec, Dawn	00005	GC-01; WL-04
Kotch, Brant	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
koulish, larua	O0005	GC-01; WL-04
Kovacs, Natalie	O0005	GC-01; WL-04
Kovarik, Kerry	O0005	GC-01; WL-04
Koven, Thomas	O0005	GC-01; WL-04
Kowalchick, Kathy	O0005	GC-01; WL-04
Kowalczyk, Katherine	O0005	GC-01; WL-04
Kraft, Lauren-Michelle	O0005	GC-01; WL-04
Krajnc, Miro	O0005	GC-01; WL-04
Krasnoff, Joshua	O0005	GC-01; WL-04
Kraus, Janice	O0005	GC-01; WL-04
krause, doug	O0005	GC-01; WL-04
krause, karen	O0005	GC-01; WL-04
Krause, Ramona	O0005	GC-01; WL-04
Kreiner, Dennis	O0005	GC-01; WL-04
Krell-Bates, Diane	O0005	GC-01; WL-04
Krieger, Lisa	O0005	GC-01; WL-04
Krikorian, Linnell	O0005	GC-01; WL-04
Kripli, Paul	O0005	GC-01; WL-04
Kroehler, Corbett	O0005	GC-01; WL-04
Kronau, Marcus	O0005	GC-01; WL-04
Krucoff, Rachel	O0005	GC-01; WL-04
Krueger, Jon	O0005	GC-01; WL-04
Krueger, Shari	O0005	GC-01; WL-04
Krug, Ilana	O0005	GC-01; WL-04
kruger, Suzanne	O0005	GC-01; WL-04
kruse, barbara	O0005	GC-01; WL-04
Krygier, Leslie	O0005	GC-01; WL-04
kubiak, m c	O0005	GC-01; WL-04
Kubin, Amy	O0005	GC-01; WL-04
kuchcicki, patricia	O0005	GC-01; WL-04
Kuciej, Walter	O0005	GC-01; WL-04
Kuczynski, Ron	O0005	GC-01; WL-04
Kuczynski, Kathleen	O0005	GC-01; WL-04
Kuffler, Suzanne	O0005	GC-01; WL-04
Kumar, keren	O0005	GC-01; WL-04
Kummer, Karen	O0005	GC-01; WL-04
Kunkler, Scott	O0005	GC-01; WL-04
Kush, Edward	O0005	GC-01; WL-04
Kuter, Ann	O0005	GC-01; WL-04
Kuticka, Sheri	O0005	GC-01; WL-04
Kwasneski, Cathie	O0005	GC-01; WL-04
Kyrk, John	O0005	GC-01; WL-04
I, A	O0005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
L, Carla	00005	GC-01; WL-04
L, Vince	00005	GC-01; WL-04
La Point, Peggy	00005	GC-01; WL-04
La Serra, Stephen	00005	GC-01; WL-04
Laase, Sandra	00005	GC-01; WL-04
Labb, Deborah	00005	GC-01; WL-04
lafond, david j.	00005	GC-01; WL-04
LaFrancis, Louise	00005	GC-01; WL-04
LaGasse M.D., Dr. Jeffrey	00005	GC-01; WL-04
Lahna, Joyce	00005	GC-01; WL-04
LaMantia, John	00005	GC-01; WL-04
Lamb, Alexandra	00005	GC-01; WL-04
Lamons, Kristina	00005	GC-01; WL-04
Lamoreaux, Andi	00005	GC-01; WL-04
Lampke, Karen	00005	GC-01; WL-04
Lampson, John	00005	GC-01; WL-04
Lancaster, April	00005	GC-01; WL-04
lancman, deborah	00005	GC-01; WL-04
Landau, Doug	00005	GC-01; WL-04
Landry, Bart	00005	GC-01; WL-04
Landsberg, Marisa	00005	GC-01; WL-04
landskroner, ron	00005	GC-01; WL-04
Lan-eddy, Joyce	00005	GC-01; WL-04
LANG, Dominique	00005	GC-01; WL-04
Lantow, Susan	00005	GC-01; WL-04
LaPage, Ted	00005	GC-01; WL-04
Laplante, Virginia	00005	GC-01; WL-04
LaPointe, Larry	00005	GC-01; WL-04
LaPorte, Michele	00005	GC-01; WL-04
Larkin, Kelly	00005	GC-01; WL-04
Larsen, JoAnne	00005	GC-01; WL-04
Larsen, Karen	00005	GC-01; WL-04
Larson, Brian	00005	GC-01; WL-04
LaRue, Erik	00005	GC-01; WL-04
LaSchiava, Dona	00005	GC-01; WL-04
Lashaway, Lisa	00005	GC-01; WL-04
Latham, mark	00005	GC-01; WL-04
Latta, M.D., MBA, George	00005	GC-01; WL-04
Lau, Paul	00005	GC-01; WL-04
Lauer, Patricia	00005	GC-01; WL-04
Laufer, Jillana	00005	GC-01; WL-04
Laurence, K.	00005	GC-01; WL-04
Lauzon, Charlene	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Lavin, Chris	00005	GC-01; WL-04
Lavy, Fred	00005	GC-01; WL-04
Law, Chris	00005	GC-01; WL-04
lawford, rhonda	00005	GC-01; WL-04
Lawnicki, Tim	00005	GC-01; WL-04
Lawrence, Michael	00005	GC-01; WL-04
Lawrence, Sandra	00005	GC-01; WL-04
Lawrence, Suzy	00005	GC-01; WL-04
Lawrence, Vinnedge	00005	GC-01; WL-04
Lazarus, Sara	00005	GC-01; WL-04
Leahy, Katherine	00005	GC-01; WL-04
Leavitt, Donna	00005	GC-01; WL-04
leber, susan	00005	GC-01; WL-04
Lebich, William	00005	GC-01; WL-04
LeBlanc, Edward	00005	GC-01; WL-04
Lebron, Laraine	00005	GC-01; WL-04
Lee, Jon	00005	GC-01; WL-04
lee, laura	00005	GC-01; WL-04
Lee, Peter	00005	GC-01; WL-04
lee, sheryl	00005	GC-01; WL-04
Lefler, Susan	00005	GC-01; WL-04
Leibenson, Carol	00005	GC-01; WL-04
Leicher, Dorothea	00005	GC-01; WL-04
Leikam, Bill	00005	GC-01; WL-04
Leitao, Elizabeth	00005	GC-01; WL-04
Leitch, Mary Ann	00005	GC-01; WL-04
Leitner, Joel	00005	GC-01; WL-04
Lenard, Clint	00005	GC-01; WL-04
lenard, dena	00005	GC-01; WL-04
Lenardson, Denise	00005	GC-01; WL-04
Lenhart, Donna	00005	GC-01; WL-04
Lennick, BrendaLee	00005	GC-01; WL-04
Leon, Krn	00005	GC-01; WL-04
Leonardo, Sherry	00005	GC-01; WL-04
Lepine, Christopher	00005	GC-01; WL-04
LePoer, Kathy	00005	GC-01; WL-04
Leshaw, Hannah	00005	GC-01; WL-04
Leske, Jim	00005	GC-01; WL-04
Lesperance, Adina	00005	GC-01; WL-04
Lester, Lisa	00005	GC-01; WL-04
Leus, Maura	00005	GC-01; WL-04
LeVay, Kianna	00005	GC-01; WL-04
Leventis, Angela	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
levin, cathy elizabeth	00005	GC-01; WL-04
Levine, Adam	00005	GC-01; WL-04
Levine, Sandy	00005	GC-01; WL-04
LeVine, Sharon	00005	GC-01; WL-04
Levinson, Gilda	00005	GC-01; WL-04
Levitt, Lacey	00005	GC-01; WL-04
Lewis, Amy	00005	GC-01; WL-04
Lewis, Andrea	00005	GC-01; WL-04
Lewis, Ashley	00005	GC-01; WL-04
Lewis, Brenda	00005	GC-01; WL-04
Lewis, Donna	00005	GC-01; WL-04
Lewis, Erma	00005	GC-01; WL-04
Lewis, Jennifer	00005	GC-01; WL-04
Lewis, Kristin	00005	GC-01; WL-04
Lewis, Larry	00005	GC-01; WL-04
Lewis, Lisa	00005	GC-01; WL-04
Lewis, Thomas	00005	GC-01; WL-04
Leyden, Anastasia	00005	GC-01; WL-04
Libbey, Thomas	00005	GC-01; WL-04
Licini, Carol	00005	GC-01; WL-04
Liddick, Shawn	00005	GC-01; WL-04
Liebman, Amy	00005	GC-01; WL-04
Liechty, Alan	00005	GC-01; WL-04
Liedike, Robert	00005	GC-01; WL-04
Lightbody, Kristen	00005	GC-01; WL-04
Ligorelli, Teresa	00005	GC-01; WL-04
Lima, Chris	00005	GC-01; WL-04
Linden, Susan	00005	GC-01; WL-04
Linder, Amelia	00005	GC-01; WL-04
link, christa	00005	GC-01; WL-04
Linn, David	00005	GC-01; WL-04
Linton, Beverly	00005	GC-01; WL-04
Lipka, Nancy	00005	GC-01; WL-04
Lipman, Deborah	00005	GC-01; WL-04
Lippert, Timothy	00005	GC-01; WL-04
Lipschik, Matthew	00005	GC-01; WL-04
Lisiewski, Kitrina	00005	GC-01; WL-04
Little, James	00005	GC-01; WL-04
Lizotte, Geoff	00005	GC-01; WL-04
LLOYD, GERALYN	00005	GC-01; WL-04
Lo, April	00005	GC-01; WL-04
Loacker, James	00005	GC-01; WL-04
Lobel, Colleen	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
<i>Lockhart, Christine</i>	00005	GC-01; WL-04
<i>Loebel-Fried, Caren</i>	00005	GC-01; WL-04
<i>Loera, Wolfgang</i>	00005	GC-01; WL-04
<i>loewenstein, Cathy</i>	00005	GC-01; WL-04
<i>Logan, Ann</i>	00005	GC-01; WL-04
<i>Logan, donna</i>	00005	GC-01; WL-04
<i>Logan, S</i>	00005	GC-01; WL-04
<i>Lombardi, Michael</i>	00005	GC-01; WL-04
<i>lommel, lois</i>	00005	GC-01; WL-04
<i>Lomon, Deirdre</i>	00005	GC-01; WL-04
<i>Long, Deborah</i>	00005	GC-01; WL-04
<i>Long, Jeffrey</i>	00005	GC-01; WL-04
<i>Long, Kathy</i>	00005	GC-01; WL-04
<i>Long, Larisa</i>	00005	GC-01; WL-04
<i>Long, Leland</i>	00005	GC-01; WL-04
<i>long, linda</i>	00005	GC-01; WL-04
<i>Longley, Richard</i>	00005	GC-01; WL-04
<i>Longyear, Sharon</i>	00005	GC-01; WL-04
<i>Loo, Chris</i>	00005	GC-01; WL-04
<i>Looney, Ernie</i>	00005	GC-01; WL-04
<i>Lopreto, Cynthia</i>	00005	GC-01; WL-04
<i>Lorand, John</i>	00005	GC-01; WL-04
<i>lorig, constance</i>	00005	GC-01; WL-04
<i>Lorkiewicz, Candace</i>	00005	GC-01; WL-04
<i>Loudis, Catherine</i>	00005	GC-01; WL-04
<i>Love, Reeve</i>	00005	GC-01; WL-04
<i>Love, Sarah</i>	00005	GC-01; WL-04
<i>Lovely, Michael L.</i>	00005	GC-01; WL-04
<i>Low, Sammy</i>	00005	GC-01; WL-04
<i>Lowe, Kay</i>	00005	GC-01; WL-04
<i>Lowenkron, Jeannine</i>	00005	GC-01; WL-04
<i>Lowrey, Donita</i>	00005	GC-01; WL-04
<i>Lowry, Marsha</i>	00005	GC-01; WL-04
<i>Lowther, Rachel</i>	00005	GC-01; WL-04
<i>Lozito, Bob</i>	00005	GC-01; WL-04
<i>Lozon, Rob</i>	00005	GC-01; WL-04
<i>Lozow Cleary, Karen and Will</i>	00005	GC-01; WL-04
<i>lucas, steve</i>	00005	GC-01; WL-04
<i>Ludington, Timothy</i>	00005	GC-01; WL-04
<i>Ludwick, Russ</i>	00005	GC-01; WL-04
<i>Lugg, Loren</i>	00005	GC-01; WL-04
<i>Luke, Fred</i>	00005	GC-01; WL-04
<i>Luke, Jaedra</i>	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Lukowitz, Wendy	00005	GC-01; WL-04
Lundgren, Roger	00005	GC-01; WL-04
Lundquist, John	00005	GC-01; WL-04
Lyman, Teresa	00005	GC-01; WL-04
Lynch, Elizabeth	00005	GC-01; WL-04
lynch, laura	00005	GC-01; WL-04
Lynn, Andy	00005	GC-01; WL-04
Lyons, Marc	00005	GC-01; WL-04
Lyons, Martha	00005	GC-01; WL-04
Lytle, Denise	00005	GC-01; WL-04
M, June	00005	GC-01; WL-04
MacAlpine, Barbara	00005	GC-01; WL-04
MacConnell, Darcy	00005	GC-01; WL-04
MacDonald, Angus	00005	GC-01; WL-04
Macdonald, Kevin	00005	GC-01; WL-04
Machin, Rick	00005	GC-01; WL-04
Mackay, Donald Sage	00005	GC-01; WL-04
Mackenzie, Judith	00005	GC-01; WL-04
MacKenzie, Michelle	00005	GC-01; WL-04
MacKinnon, Patricia	00005	GC-01; WL-04
Mackson, George	00005	GC-01; WL-04
MacLeman, Linda	00005	GC-01; WL-04
Macy, Michelle	00005	GC-01; WL-04
Madeco-Smith, Mary	00005	GC-01; WL-04
maderer, susan	00005	GC-01; WL-04
Madole, Richard	00005	GC-01; WL-04
Magana, Maria	00005	GC-01; WL-04
Magee, John	00005	GC-01; WL-04
maggied, michael	00005	GC-01; WL-04
Magliola, Lawrence	00005	GC-01; WL-04
Magrath, Pat	00005	GC-01; WL-04
Magruder, Graeme	00005	GC-01; WL-04
Mahler, Mike	00005	GC-01; WL-04
Mahony, Liz	00005	GC-01; WL-04
Maille, Jessica	00005	GC-01; WL-04
Maino, Paola	00005	GC-01; WL-04
Maisky, Lily	00005	GC-01; WL-04
Majerowicz, Eugene	00005	GC-01; WL-04
MALICK, VICKI	00005	GC-01; WL-04
Malone, Marisa	00005	GC-01; WL-04
Maloney, Barry	00005	GC-01; WL-04
Maloney, Philip	00005	GC-01; WL-04
Manders, Jen	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Mangini, Gale	O0005	GC-01; WL-04
Mangus, Tracey	O0005	GC-01; WL-04
Manildi, Barbara	O0005	GC-01; WL-04
manley, michael	O0005	GC-01; WL-04
Mann, Louise	O0005	GC-01; WL-04
Mannerling, Natalie	O0005	GC-01; WL-04
Manning, Laura	O0005	GC-01; WL-04
Mannsfeld, Bjoern	O0005	GC-01; WL-04
Manoogian, Arthur and Jean	O0005	GC-01; WL-04
Mansfield, LK	O0005	GC-01; WL-04
Mansfield, Mary	O0005	GC-01; WL-04
Manthei, Trina	O0005	GC-01; WL-04
Marble, Linda	O0005	GC-01; WL-04
Marceron, Dennis	O0005	GC-01; WL-04
Marchick, Richard	O0005	GC-01; WL-04
Marczyk, Cathy	O0005	GC-01; WL-04
Margolis, Laurence	O0005	GC-01; WL-04
Margulies, Lee	O0005	GC-01; WL-04
Marie, Ann	O0005	GC-01; WL-04
Marina, Aida	O0005	GC-01; WL-04
Markey, Alice	O0005	GC-01; WL-04
Marks, Donna	O0005	GC-01; WL-04
marks, sharon	O0005	GC-01; WL-04
Marley, Yvonne	O0005	GC-01; WL-04
Maron-Friend, Judith	O0005	GC-01; WL-04
Marotta, Tracy	O0005	GC-01; WL-04
Marquet, Jane	O0005	GC-01; WL-04
marquette, chris	O0005	GC-01; WL-04
Marr, Jami	O0005	GC-01; WL-04
Marrs, Cynthia	O0005	GC-01; WL-04
Marshall, Dolly	O0005	GC-01; WL-04
Marshall, Edward	O0005	GC-01; WL-04
Marshall, Stephen	O0005	GC-01; WL-04
Marshfield, Laurel	O0005	GC-01; WL-04
Martel, Elizabeth	O0005	GC-01; WL-04
Martell, Jon	O0005	GC-01; WL-04
Martin, Ben	O0005	GC-01; WL-04
Martin, Chas	O0005	GC-01; WL-04
Martin, Deborah	O0005	GC-01; WL-04
martin, melodie	O0005	GC-01; WL-04
Martin, Nikki	O0005	GC-01; WL-04
Martin, Patti	O0005	GC-01; WL-04
Martin, Paul	O0005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
<i>Martina, Andrea</i>	00005	GC-01; WL-04
<i>Maruffo, Jacquelynn</i>	00005	GC-01; WL-04
<i>Maselli, June</i>	00005	GC-01; WL-04
<i>Mason, Parsa</i>	00005	GC-01; WL-04
<i>Massa, Alison</i>	00005	GC-01; WL-04
<i>Massey, Eileen</i>	00005	GC-01; WL-04
<i>Masters, Mary Jo</i>	00005	GC-01; WL-04
<i>mastri, francis</i>	00005	GC-01; WL-04
<i>Mastrototaro, Domenico</i>	00005	GC-01; WL-04
<i>Matalone, Frank</i>	00005	GC-01; WL-04
<i>mater, robin</i>	00005	GC-01; WL-04
<i>Materi, Sandra</i>	00005	GC-01; WL-04
<i>Mathes, Barbara</i>	00005	GC-01; WL-04
<i>Matinjussi, Valarie</i>	00005	GC-01; WL-04
<i>Matsui, Vicky</i>	00005	GC-01; WL-04
<i>Mattingly, Georgia</i>	00005	GC-01; WL-04
<i>Mattison, Priscilla</i>	00005	GC-01; WL-04
<i>Mattox, Mike</i>	00005	GC-01; WL-04
<i>Mattson, Lynn</i>	00005	GC-01; WL-04
<i>Mattson, Virginia</i>	00005	GC-01; WL-04
<i>Matz, Pat</i>	00005	GC-01; WL-04
<i>Matz, Tamara</i>	00005	GC-01; WL-04
<i>Maudment, Marsgret</i>	00005	GC-01; WL-04
<i>Maurer, Tim</i>	00005	GC-01; WL-04
<i>maxwell, stephanie</i>	00005	GC-01; WL-04
<i>Mayer, Toni</i>	00005	GC-01; WL-04
<i>Mayerat, Robin</i>	00005	GC-01; WL-04
<i>Maynard, Julia</i>	00005	GC-01; WL-04
<i>Mayne, Robin</i>	00005	GC-01; WL-04
<i>Mazzola, Lisa</i>	00005	GC-01; WL-04
<i>MC CAUGHEY, LINDA</i>	00005	GC-01; WL-04
<i>Mc Cracken, Lorie</i>	00005	GC-01; WL-04
<i>Mc Cullough, Jim</i>	00005	GC-01; WL-04
<i>McBride, Anne</i>	00005	GC-01; WL-04
<i>McBride, Marcine</i>	00005	GC-01; WL-04
<i>McCard, Jennifer</i>	00005	GC-01; WL-04
<i>McCarthy, Debbie</i>	00005	GC-01; WL-04
<i>McCarty, Chris</i>	00005	GC-01; WL-04
<i>McCaslin, Glenn</i>	00005	GC-01; WL-04
<i>McCauley, Brandi</i>	00005	GC-01; WL-04
<i>McClay, Mauria</i>	00005	GC-01; WL-04
<i>McClurg, Daviann</i>	00005	GC-01; WL-04
<i>McCool, Melissa</i>	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
McCormick, Devin	00005	GC-01; WL-04
McCormick, Douglas	00005	GC-01; WL-04
Mccoy, Hazel	00005	GC-01; WL-04
Mccoy, Joan Ellen	00005	GC-01; WL-04
Mcready, Tami	00005	GC-01; WL-04
mccullagh, charlie	00005	GC-01; WL-04
McCulloch, Ryan	00005	GC-01; WL-04
Mccullough, Laura	00005	GC-01; WL-04
McCullough, William	00005	GC-01; WL-04
McCurdy, Dan	00005	GC-01; WL-04
mcdonald, k	00005	GC-01; WL-04
McDonald, Patricia	00005	GC-01; WL-04
McDonough, Kimberly	00005	GC-01; WL-04
McDonough, Rebecca	00005	GC-01; WL-04
McDowell, William	00005	GC-01; WL-04
McElroy, Jim	00005	GC-01; WL-04
McElveen, Jeff	00005	GC-01; WL-04
McGovern, Donlon	00005	GC-01; WL-04
McGunagle, William	00005	GC-01; WL-04
McIntyre, Micah	00005	GC-01; WL-04
McJunkin, Diane	00005	GC-01; WL-04
McKee, Sally	00005	GC-01; WL-04
McKeighen, Daniel	00005	GC-01; WL-04
McKenna, Jacci	00005	GC-01; WL-04
McKillip, Linda	00005	GC-01; WL-04
Mckimmie, Tim	00005	GC-01; WL-04
McLain, Lisa	00005	GC-01; WL-04
McLane, Kathleen	00005	GC-01; WL-04
McLaurin, John	00005	GC-01; WL-04
McMahan, Alexa	00005	GC-01; WL-04
McMahan, Barbara	00005	GC-01; WL-04
McMahon, Anah	00005	GC-01; WL-04
McMahon, Annie	00005	GC-01; WL-04
McMullen, Colleen	00005	GC-01; WL-04
McMullen, Evelyn	00005	GC-01; WL-04
McMullen, Gail	00005	GC-01; WL-04
McMullin, William	00005	GC-01; WL-04
McMurtrey, Michael	00005	GC-01; WL-04
McNamara, Cynthia	00005	GC-01; WL-04
McNeill, Susan	00005	GC-01; WL-04
McNiff, David	00005	GC-01; WL-04
McNulty, Claudia	00005	GC-01; WL-04
McPherson, Jayne	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
McRae, Stacey	00005	GC-01; WL-04
Mead, Caroline	00005	GC-01; WL-04
Mead, Hattie	00005	GC-01; WL-04
Mead, Sam	00005	GC-01; WL-04
Mead, Stephen	00005	GC-01; WL-04
Meade, Pattie	00005	GC-01; WL-04
meadow, karen	00005	GC-01; WL-04
Meaux, Andre	00005	GC-01; WL-04
Medlin, Barry	00005	GC-01; WL-04
Medlock, Richard	00005	GC-01; WL-04
meehan, don	00005	GC-01; WL-04
Meek, F	00005	GC-01; WL-04
Megraw, Robert	00005	GC-01; WL-04
MEINCKE, ARTHUR	00005	GC-01; WL-04
Mejia, Wilfred	00005	GC-01; WL-04
Mellen, Linda	00005	GC-01; WL-04
Mello, Elizabeth	00005	GC-01; WL-04
Mencik, Jitka	00005	GC-01; WL-04
Mendel, C.	00005	GC-01; WL-04
Mendelsohn, Al	00005	GC-01; WL-04
Mendieta, Vince	00005	GC-01; WL-04
Menechella, Tony	00005	GC-01; WL-04
Menna, Marion	00005	GC-01; WL-04
Merckx, Guy	00005	GC-01; WL-04
Mericle-Gray, Elissa	00005	GC-01; WL-04
Meriwether, Don B.	00005	GC-01; WL-04
merkel, alison	00005	GC-01; WL-04
Merriman, John	00005	GC-01; WL-04
Mesa, Barbara	00005	GC-01; WL-04
Messerschmitt, Susan	00005	GC-01; WL-04
Messick, Scott	00005	GC-01; WL-04
Metcalf, Mary	00005	GC-01; WL-04
metis, saraphine	00005	GC-01; WL-04
Metter, Adrienne	00005	GC-01; WL-04
Mettie, Bonna	00005	GC-01; WL-04
Metzger, Carol	00005	GC-01; WL-04
meyer, colonel	00005	GC-01; WL-04
Meyer, Derek	00005	GC-01; WL-04
Meyer, Jr, Harold Adolph	00005	GC-01; WL-04
Meyer, Moranda	00005	GC-01; WL-04
Meyer-Peyton, Lorraine J.	00005	GC-01; WL-04
Mezrahi, Priscilla	00005	GC-01; WL-04
Michael, Veronica	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Michaels, Brenda	00005	GC-01; WL-04
michaels, cb	00005	GC-01; WL-04
Michaels, Christopher	00005	GC-01; WL-04
Michl, Marie	00005	GC-01; WL-04
Middleditch, Ellen	00005	GC-01; WL-04
Middleton, Andrew	00005	GC-01; WL-04
Miele, Danielle	00005	GC-01; WL-04
Migdal, Marcia	00005	GC-01; WL-04
Mikals, Nicole	00005	GC-01; WL-04
Mikkelsen, David and Sally	00005	GC-01; WL-04
Miles, James	00005	GC-01; WL-04
Miletic, Snezana	00005	GC-01; WL-04
Milhaupt, Shannon	00005	GC-01; WL-04
Mill, R	00005	GC-01; WL-04
Miller, D. Rex	00005	GC-01; WL-04
Miller, David	00005	GC-01; WL-04
Miller, Genevieve	00005	GC-01; WL-04
Miller, Geri	00005	GC-01; WL-04
Miller, Janet	00005	GC-01; WL-04
Miller, Jennifer	00005	GC-01; WL-04
Miller, Kari	00005	GC-01; WL-04
Miller, Mac	00005	GC-01; WL-04
Miller, Nancy	00005	GC-01; WL-04
Miller, Pamela	00005	GC-01; WL-04
miller, sandra	00005	GC-01; WL-04
Miller, Sara	00005	GC-01; WL-04
Miller, Tamara	00005	GC-01; WL-04
Miller, Timothy	00005	GC-01; WL-04
Miller, Victoria	00005	GC-01; WL-04
Miller-Lyons, Judy	00005	GC-01; WL-04
Milliken, Elizabeth	00005	GC-01; WL-04
Milliken, Gerry	00005	GC-01; WL-04
millington, marnie	00005	GC-01; WL-04
Mills, Brittni	00005	GC-01; WL-04
Milner, Ken	00005	GC-01; WL-04
miloszewska, joanna	00005	GC-01; WL-04
Minasian, Rose	00005	GC-01; WL-04
Minault, Kent	00005	GC-01; WL-04
Minkler, Bonnie	00005	GC-01; WL-04
Miragliotta, Anthony	00005	GC-01; WL-04
Miranda, Claudia	00005	GC-01; WL-04
Misek, Jolie	00005	GC-01; WL-04
misner, patricia	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Mistele, Charles and Barbara	00005	GC-01; WL-04
Mitchell, Carol	00005	GC-01; WL-04
Mitchell, Jessica	00005	GC-01; WL-04
Mitchell, Jonathan	00005	GC-01; WL-04
mitchell, marilynn	00005	GC-01; WL-04
Mitchell, Michael	00005	GC-01; WL-04
Mitchell, Robert	00005	GC-01; WL-04
Mitose, Kazuko	00005	GC-01; WL-04
Moiseyev, Maya	00005	GC-01; WL-04
Moissant, Helen	00005	GC-01; WL-04
moldoveanu, carol	00005	GC-01; WL-04
Mon, Luis	00005	GC-01; WL-04
Mondragon, Michelle	00005	GC-01; WL-04
Mone, Carol	00005	GC-01; WL-04
Monger, Becky	00005	GC-01; WL-04
Montanus, Lisa	00005	GC-01; WL-04
Monteleon, Marjorie	00005	GC-01; WL-04
Montgomery, William	00005	GC-01; WL-04
Mooney, Linda	00005	GC-01; WL-04
Mooney, Sandra	00005	GC-01; WL-04
Moore, Nancy	00005	GC-01; WL-04
Moore, Sasha	00005	GC-01; WL-04
Moore, Tasha	00005	GC-01; WL-04
Moraiti, Vicky	00005	GC-01; WL-04
Morales, Mario	00005	GC-01; WL-04
Moran, James	00005	GC-01; WL-04
Moran, Liana	00005	GC-01; WL-04
Moran, M.	00005	GC-01; WL-04
Moraski, Kathleen	00005	GC-01; WL-04
Morelli, Leslie	00005	GC-01; WL-04
Morgan, Dan	00005	GC-01; WL-04
Morgenthaler, Jeffery	00005	GC-01; WL-04
Moriarty, Molly	00005	GC-01; WL-04
Morison, Hatley	00005	GC-01; WL-04
Morris, Brenda	00005	GC-01; WL-04
Morris, Deirdre	00005	GC-01; WL-04
Morris, Lynn	00005	GC-01; WL-04
Morris, Michele	00005	GC-01; WL-04
Morsberger, Grace	00005	GC-01; WL-04
Mortimer, Wayne	00005	GC-01; WL-04
Mory, Stephanie	00005	GC-01; WL-04
Moser, Janet	00005	GC-01; WL-04
Moss, Mia	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Moss, Paul	00005	GC-01; WL-04
mossman, sue lee	00005	GC-01; WL-04
Moss-Racusin, Lauren	00005	GC-01; WL-04
Mourant, Wanda	00005	GC-01; WL-04
Mouzourakis, Nicholas	00005	GC-01; WL-04
MRKVICKA, EDWARD G.	00005	GC-01; WL-04
mrs.sapience@	00005	GC-01; WL-04
Mudrick, Stephen	00005	GC-01; WL-04
Mueller, Marilyn	00005	GC-01; WL-04
mujica, bernardo alayza	00005	GC-01; WL-04
Mulberry, Prem	00005	GC-01; WL-04
Mulcahy, Susan	00005	GC-01; WL-04
Mulcare, James	00005	GC-01; WL-04
Mulder, Joni	00005	GC-01; WL-04
Mullen, Edna	00005	GC-01; WL-04
Mulvey, Lori	00005	GC-01; WL-04
Muñoz, Laura	00005	GC-01; WL-04
Muraski-Stotz, Mary	00005	GC-01; WL-04
Murawski, Heather	00005	GC-01; WL-04
Murdock, Lauren	00005	GC-01; WL-04
murray, ben	00005	GC-01; WL-04
Murray, Carol	00005	GC-01; WL-04
Murray, Dara	00005	GC-01; WL-04
Murray, Linda	00005	GC-01; WL-04
Musialowski, Monique	00005	GC-01; WL-04
Musy, Corinne	00005	GC-01; WL-04
Mutchler, Mike	00005	GC-01; WL-04
Muzychka, Rebecca	00005	GC-01; WL-04
Myers, Linda	00005	GC-01; WL-04
Myers, Robert	00005	GC-01; WL-04
Mylott, Sharon	00005	GC-01; WL-04
Nadreau, Patricia	00005	GC-01; WL-04
Nafziger, Nikki	00005	GC-01; WL-04
Nagel, Lawrence	00005	GC-01; WL-04
nagle, kevin	00005	GC-01; WL-04
naji, eric	00005	GC-01; WL-04
Nam, S.	00005	GC-01; WL-04
Nangle, Rosanne	00005	GC-01; WL-04
Narcisse, April	00005	GC-01; WL-04
NASH, HEYWARD	00005	GC-01; WL-04
Nasif, Marcelo	00005	GC-01; WL-04
Nasif, Maria	00005	GC-01; WL-04
Nasif, Roman	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Nasus, Ahmed	O0005	GC-01; WL-04
Navarro, Eleanor	O0005	GC-01; WL-04
Navarro, Greg	O0005	GC-01; WL-04
Nazzaro, Patricia	O0005	GC-01; WL-04
Neal, Andrea	O0005	GC-01; WL-04
Neave, Jane	O0005	GC-01; WL-04
Nedeau, E. James	O0005	GC-01; WL-04
Neill, Theresa	O0005	GC-01; WL-04
Nell Lamond Huggins, Dr. Susan	O0005	GC-01; WL-04
Nelson, Catherine	O0005	GC-01; WL-04
Nelson, Jennifer	O0005	GC-01; WL-04
Nelson, Katherine	O0005	GC-01; WL-04
Nelson, Paul	O0005	GC-01; WL-04
Netti, Steve	O0005	GC-01; WL-04
Neubauer, Karen	O0005	GC-01; WL-04
Neuhouser, Alice	O0005	GC-01; WL-04
Neumann, David	O0005	GC-01; WL-04
Neumann, Ted	O0005	GC-01; WL-04
Neuzil, Bob	O0005	GC-01; WL-04
Nevans, Ann	O0005	GC-01; WL-04
Newbury, Nancy	O0005	GC-01; WL-04
Newman, Kathy	O0005	GC-01; WL-04
Newman, Ricki	O0005	GC-01; WL-04
newman, roberta e.	O0005	GC-01; WL-04
Newton, Kiley	O0005	GC-01; WL-04
Ng, Linda	O0005	GC-01; WL-04
Nghe, Keefe	O0005	GC-01; WL-04
NICHOLAS, BARBARA	O0005	GC-01; WL-04
Nicholas, Jill	O0005	GC-01; WL-04
Nichols, David	O0005	GC-01; WL-04
Nicks, Adriene	O0005	GC-01; WL-04
Nicolai, Nicola	O0005	GC-01; WL-04
Nielsen, David	O0005	GC-01; WL-04
Nihipali, Michele	O0005	GC-01; WL-04
Nilsson, Derinda	O0005	GC-01; WL-04
Nitz, Jennifer	O0005	GC-01; WL-04
Nix, Debra	O0005	GC-01; WL-04
Nix, John	O0005	GC-01; WL-04
Nolan, Jacob	O0005	GC-01; WL-04
Nord, Randall	O0005	GC-01; WL-04
Norden, Michael	O0005	GC-01; WL-04
Nosek, Ron	O0005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Notary, Kimberly	00005	GC-01; WL-04
Novak, Paul	00005	GC-01; WL-04
Novey, George	00005	GC-01; WL-04
Nowicki, Maria	00005	GC-01; WL-04
Nuesch, Ray	00005	GC-01; WL-04
Nuesch, Raymond	00005	GC-01; WL-04
nunez, amado	00005	GC-01; WL-04
Nunez, Carlos	00005	GC-01; WL-04
NUNEZ, P	00005	GC-01; WL-04
Nusbaum, William	00005	GC-01; WL-04
Nuse, Bryan	00005	GC-01; WL-04
nylen, eric	00005	GC-01; WL-04
O'Mack, Xavier	00005	GC-01; WL-04
Obrien, Gina	00005	GC-01; WL-04
OBrien, Kelly	00005	GC-01; WL-04
O'Brien, Kevin	00005	GC-01; WL-04
O'Brien, Matthew	00005	GC-01; WL-04
Obrien, Rebekah	00005	GC-01; WL-04
Obrien, William	00005	GC-01; WL-04
Ocampo, Cihtli	00005	GC-01; WL-04
Och, Evelyn	00005	GC-01; WL-04
OConnor, Mary Beth	00005	GC-01; WL-04
O'Dell, Sean	00005	GC-01; WL-04
Odonnell, Dawn	00005	GC-01; WL-04
O'Donnell, Deanne	00005	GC-01; WL-04
O'Donnell, Julie	00005	GC-01; WL-04
O'Donoghue, Clive	00005	GC-01; WL-04
odoski, jess	00005	GC-01; WL-04
Oeth, Linda	00005	GC-01; WL-04
Ohlendorf, Carol	00005	GC-01; WL-04
Ojala, Jami	00005	GC-01; WL-04
Oldfield, Jane	00005	GC-01; WL-04
Olds, Linda	00005	GC-01; WL-04
Oliveira, Elizabeth	00005	GC-01; WL-04
Oliveira, Mariana	00005	GC-01; WL-04
Oliveira, Roberto	00005	GC-01; WL-04
Olsen, Corey E.	00005	GC-01; WL-04
Olson, Bruce	00005	GC-01; WL-04
Olsson, Elisabeth	00005	GC-01; WL-04
Olvera, Jody	00005	GC-01; WL-04
O'Neal, Maureen	00005	GC-01; WL-04
ONeill, Calley	00005	GC-01; WL-04
O'Neill, Ryan	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
OR, NANCY	00005	GC-01; WL-04
Oravetz, John	00005	GC-01; WL-04
Orner, Valerie	00005	GC-01; WL-04
Oroz, Michelle	00005	GC-01; WL-04
Orr, Noel	00005	GC-01; WL-04
Orszulak, LJ	00005	GC-01; WL-04
Ortiz, Robert	00005	GC-01; WL-04
Orzechowski, Larry	00005	GC-01; WL-04
Orzel, Jennifer	00005	GC-01; WL-04
Osterhoudt, David	00005	GC-01; WL-04
Ostler, Theo	00005	GC-01; WL-04
Ostoich, Julie	00005	GC-01; WL-04
O'Sullivan, Joseph	00005	GC-01; WL-04
Ottina, Martha Jean	00005	GC-01; WL-04
Otto, Joseph	00005	GC-01; WL-04
Ouellette, Maureen	00005	GC-01; WL-04
Overmann, Laura	00005	GC-01; WL-04
Overton, Joyce	00005	GC-01; WL-04
Overton, Steve	00005	GC-01; WL-04
Owen, Delyth	00005	GC-01; WL-04
Owens, Carly Clements	00005	GC-01; WL-04
Owens, DEbbie	00005	GC-01; WL-04
Ozias, Julie	00005	GC-01; WL-04
ozello, paula	00005	GC-01; WL-04
P, Annabel	00005	GC-01; WL-04
P, Luisa	00005	GC-01; WL-04
Pace, Scott	00005	GC-01; WL-04
Pacelli, Carol	00005	GC-01; WL-04
Packer, Patti	00005	GC-01; WL-04
Padalino, Gail	00005	GC-01; WL-04
Padelford, Grace	00005	GC-01; WL-04
Paganuzzi, Cinzia	00005	GC-01; WL-04
Pais, Gregory	00005	GC-01; WL-04
Palacky, Tami	00005	GC-01; WL-04
Paley, Leon	00005	GC-01; WL-04
paller, lou	00005	GC-01; WL-04
Palmer, Judy	00005	GC-01; WL-04
Palmer, Mary	00005	GC-01; WL-04
Palmquist, Wendy	00005	GC-01; WL-04
Pannell, Bonnie	00005	GC-01; WL-04
Paolinelli, Rosemarie	00005	GC-01; WL-04
Pappas, Betty	00005	GC-01; WL-04
Pappas, Carole	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Paradise, Brian	00005	GC-01; WL-04
Paratelli, Patrizio	00005	GC-01; WL-04
Parcell, Ruth	00005	GC-01; WL-04
Parcells, Julie	00005	GC-01; WL-04
Parente, Donna	00005	GC-01; WL-04
Parish, Aggie	00005	GC-01; WL-04
Parker, Deborah	00005	GC-01; WL-04
Parker, Doug and Jan	00005	GC-01; WL-04
Parker, Tom	00005	GC-01; WL-04
Parkins, Janet	00005	GC-01; WL-04
Parks, Ed	00005	GC-01; WL-04
parsell, sue	00005	GC-01; WL-04
Parsley, Adina	00005	GC-01; WL-04
pash, eric	00005	GC-01; WL-04
PASQUA, JOHN	00005	GC-01; WL-04
pate, nathan	00005	GC-01; WL-04
Patenaude, Richard	00005	GC-01; WL-04
Patterson, Carolyn M.	00005	GC-01; WL-04
Patton, Carol	00005	GC-01; WL-04
Patton, James	00005	GC-01; WL-04
paul, ki	00005	GC-01; WL-04
Pauling, Lynda	00005	GC-01; WL-04
Pavli, Aleksander	00005	GC-01; WL-04
Paxton, G.	00005	GC-01; WL-04
Payden-Travers, Christine	00005	GC-01; WL-04
Payne, Bernadette	00005	GC-01; WL-04
Payne, Grace	00005	GC-01; WL-04
Peace, Tom	00005	GC-01; WL-04
Peale, Mike	00005	GC-01; WL-04
Pearson, Juliet	00005	GC-01; WL-04
Pearson, Rick	00005	GC-01; WL-04
Pearson, Tia	00005	GC-01; WL-04
Peck, Darrell	00005	GC-01; WL-04
Peck, Karin	00005	GC-01; WL-04
Peckham, Theresa	00005	GC-01; WL-04
Pedersen, JoAnn	00005	GC-01; WL-04
Pedersen, Paula	00005	GC-01; WL-04
Peel, Thomas	00005	GC-01; WL-04
Pegram, Stacy	00005	GC-01; WL-04
peirce, susan	00005	GC-01; WL-04
Pelkey, Mary	00005	GC-01; WL-04
pelleg, josh	00005	GC-01; WL-04
Pelletier, Judith	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Pellicani, Andrea	00005	GC-01; WL-04
Pemberton, Donna	00005	GC-01; WL-04
Pena, Y.	00005	GC-01; WL-04
Pennell, Joyce	00005	GC-01; WL-04
Pepin, Dan	00005	GC-01; WL-04
Pepper, Mark	00005	GC-01; WL-04
Perenich, Theresa	00005	GC-01; WL-04
Perez, Kim	00005	GC-01; WL-04
Perez, Margarita	00005	GC-01; WL-04
Perez, Susan	00005	GC-01; WL-04
Perinchief, Jana	00005	GC-01; WL-04
Perino, Nina	00005	GC-01; WL-04
Perkins, Joel	00005	GC-01; WL-04
Perkins, Marie	00005	GC-01; WL-04
Perricelli, Claire	00005	GC-01; WL-04
perron, p	00005	GC-01; WL-04
Perry, Ed	00005	GC-01; WL-04
Perry, Susan	00005	GC-01; WL-04
Persky, William	00005	GC-01; WL-04
Petel, Amanda	00005	GC-01; WL-04
Peter/ R4 CH	00005	GC-01; WL-04
Peters, Gene and Dori	00005	GC-01; WL-04
Peters, Kathleen	00005	GC-01; WL-04
Peters, Susan	00005	GC-01; WL-04
Peterson, Chris	00005	GC-01; WL-04
Peterson, Dale	00005	GC-01; WL-04
Peterson, Erik	00005	GC-01; WL-04
Petit, Laetitia	00005	GC-01; WL-04
PETIT, XAVIER	00005	GC-01; WL-04
Petrulias, Linda	00005	GC-01; WL-04
Pettine, Beverly	00005	GC-01; WL-04
Pew, Don	00005	GC-01; WL-04
Pfeifer, Nezka	00005	GC-01; WL-04
pfutzner, angelika	00005	GC-01; WL-04
PHILLIPS, CHIP	00005	GC-01; WL-04
Phillips, George	00005	GC-01; WL-04
Phillips, Jan	00005	GC-01; WL-04
Phillips, Susannah	00005	GC-01; WL-04
Piccione, Maryann	00005	GC-01; WL-04
Pidgeon, Coleen	00005	GC-01; WL-04
Piecuch, Clara	00005	GC-01; WL-04
Pierce, Timothy	00005	GC-01; WL-04
Pierozzi, Sophie	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Pigford, Terri	00005	GC-01; WL-04
Piker, Tanya	00005	GC-01; WL-04
pillinger, hal	00005	GC-01; WL-04
Pina, Evelio	00005	GC-01; WL-04
Pinkerton, Anne	00005	GC-01; WL-04
Pinque, Meryl	00005	GC-01; WL-04
Pinson, Luan	00005	GC-01; WL-04
Pintagro, Thomas	00005	GC-01; WL-04
Pinto, Juliann	00005	GC-01; WL-04
Pirch, Charlotte	00005	GC-01; WL-04
Pisani, Maureen	00005	GC-01; WL-04
Piselli, Tony	00005	GC-01; WL-04
Pitman, Tom	00005	GC-01; WL-04
Pivarnik, Mary	00005	GC-01; WL-04
PIZARRO, JUDY	00005	GC-01; WL-04
Platter-Rieger, Mary F	00005	GC-01; WL-04
Ploger, Scott	00005	GC-01; WL-04
plotnik, jeffrey	00005	GC-01; WL-04
Pobst, James	00005	GC-01; WL-04
Poinelli, Carolyn	00005	GC-01; WL-04
poland, barbara	00005	GC-01; WL-04
Polino, Margaret	00005	GC-01; WL-04
Pollak, Jeannie	00005	GC-01; WL-04
Ponisciak, Joseph	00005	GC-01; WL-04
Popchak, Richard	00005	GC-01; WL-04
Porter, howsue@, Susan	00005	GC-01; WL-04
Porter, Katherine	00005	GC-01; WL-04
Porter, susansporter@, Susan	00005	GC-01; WL-04
Posner, Jessica Jean	00005	GC-01; WL-04
Post, Heath	00005	GC-01; WL-04
Poteraske, John	00005	GC-01; WL-04
Potter, Doris	00005	GC-01; WL-04
Pou, Tessa	00005	GC-01; WL-04
Poulsen, Barbara	00005	GC-01; WL-04
Poulson, Judi	00005	GC-01; WL-04
Powell, Barb	00005	GC-01; WL-04
Power, Alicia	00005	GC-01; WL-04
Powers, Sheila	00005	GC-01; WL-04
Poxon, Judith	00005	GC-01; WL-04
Pratt, Yvonne	00005	GC-01; WL-04
Preli, Maryanne	00005	GC-01; WL-04
Prestridge, Laura	00005	GC-01; WL-04
Prexl, Esther	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Price, Jimmy	00005	GC-01; WL-04
Price, Martha	00005	GC-01; WL-04
Price, Michael	00005	GC-01; WL-04
Price, Roxanne	00005	GC-01; WL-04
priest, Louise	00005	GC-01; WL-04
Prince, Steve	00005	GC-01; WL-04
Prochazka, Penelope	00005	GC-01; WL-04
Proescholdt, Kevin	00005	GC-01; WL-04
Prostko, Linda	00005	GC-01; WL-04
ProudFire, Anne	00005	GC-01; WL-04
Provost, Clifford	00005	GC-01; WL-04
Prychodko, Nicholas	00005	GC-01; WL-04
Pryich, Ann	00005	GC-01; WL-04
Punneo, Sheryll	00005	GC-01; WL-04
Put, Rob	00005	GC-01; WL-04
Puza, A	00005	GC-01; WL-04
Pykare, Nina	00005	GC-01; WL-04
Quillen, Meghan's	00005	GC-01; WL-04
Quirk, Joe	00005	GC-01; WL-04
qweqwe, eqw	00005	GC-01; WL-04
r, j	00005	GC-01; WL-04
racioppo, rita	00005	GC-01; WL-04
Raftery, Rita	00005	GC-01; WL-04
rago, marie	00005	GC-01; WL-04
Raible, Annette	00005	GC-01; WL-04
Ramirez, Carmen	00005	GC-01; WL-04
Ramirez, Jessica	00005	GC-01; WL-04
Ramo, Carol	00005	GC-01; WL-04
ramos, judith	00005	GC-01; WL-04
Ramos, Miguel	00005	GC-01; WL-04
Ramos, Paul	00005	GC-01; WL-04
Ranchau, Robin	00005	GC-01; WL-04
Randel, Linda	00005	GC-01; WL-04
Randell, Monica	00005	GC-01; WL-04
Randle, Mary Ann	00005	GC-01; WL-04
Rangel, Louise	00005	GC-01; WL-04
Ransom, Chad	00005	GC-01; WL-04
Rapp, Tera	00005	GC-01; WL-04
Ratkovsky, Greg	00005	GC-01; WL-04
Ratliff, Margaret	00005	GC-01; WL-04
Rautus, Toni	00005	GC-01; WL-04
Ray, Laura	00005	GC-01; WL-04
Ray, Thomas	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Raymond, Laurie	00005	GC-01; WL-04
Raymond, Monica	00005	GC-01; WL-04
Read, Gina	00005	GC-01; WL-04
Rector, Crystal	00005	GC-01; WL-04
Redman, Sandi	00005	GC-01; WL-04
Redner, Diane	00005	GC-01; WL-04
Reed, Dirk	00005	GC-01; WL-04
Reed, Liz	00005	GC-01; WL-04
Reed, Mary	00005	GC-01; WL-04
Reens, Linda	00005	GC-01; WL-04
Rees, Michael	00005	GC-01; WL-04
Reese, Gary	00005	GC-01; WL-04
Reese, Toby Ann	00005	GC-01; WL-04
Reeves, Deborah	00005	GC-01; WL-04
Reeves, Lenore	00005	GC-01; WL-04
Refes, N	00005	GC-01; WL-04
Regalado, Geoff	00005	GC-01; WL-04
Regusis, Anthony J.	00005	GC-01; WL-04
Reibman, Philip	00005	GC-01; WL-04
Reichert, Robyn	00005	GC-01; WL-04
Reid, Cheryl	00005	GC-01; WL-04
Reid, John	00005	GC-01; WL-04
Reidelberger, Eric	00005	GC-01; WL-04
Reinfried, Kay	00005	GC-01; WL-04
Reiseck, Lynore	00005	GC-01; WL-04
Rekstad, Michelle	00005	GC-01; WL-04
Renardson, Fay	00005	GC-01; WL-04
Rendigs, Richard and Kim	00005	GC-01; WL-04
Renfrow, Michael	00005	GC-01; WL-04
Rengers, Edward	00005	GC-01; WL-04
Reola, Matt	00005	GC-01; WL-04
Repp, S.	00005	GC-01; WL-04
Reser, Phil	00005	GC-01; WL-04
Resner, Sandra	00005	GC-01; WL-04
Rex, Teresa	00005	GC-01; WL-04
Reyes, Eric	00005	GC-01; WL-04
Reynolds, Jeff	00005	GC-01; WL-04
Reynolds, Jonelle	00005	GC-01; WL-04
Reynolds, Ken	00005	GC-01; WL-04
reynolds, lloyd	00005	GC-01; WL-04
Reynolds, Michele	00005	GC-01; WL-04
Reynolds, Simon	00005	GC-01; WL-04
Reynolds, Thomas	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Rhodes, III, Robert W.	00005	GC-01; WL-04
Rhodes, Janet	00005	GC-01; WL-04
Rhodes, Michael	00005	GC-01; WL-04
Ricciardi, Anthony	00005	GC-01; WL-04
Rice, Michelle	00005	GC-01; WL-04
Rich, Sharon	00005	GC-01; WL-04
Richards, Bill	00005	GC-01; WL-04
RICHARDS, JAY	00005	GC-01; WL-04
Richardson, Fay	00005	GC-01; WL-04
richardson, kimberley	00005	GC-01; WL-04
Richardson, Teresa	00005	GC-01; WL-04
Richmond, Chey	00005	GC-01; WL-04
Ridder, Lynette	00005	GC-01; WL-04
Rieckmann, David	00005	GC-01; WL-04
riehart, dale	00005	GC-01; WL-04
Riffle, Julie	00005	GC-01; WL-04
rifkind, michael	00005	GC-01; WL-04
Riley, Callie	00005	GC-01; WL-04
Riley, JoAnn	00005	GC-01; WL-04
Riley, Laura	00005	GC-01; WL-04
Riley, Paul	00005	GC-01; WL-04
Rimmer, Terri	00005	GC-01; WL-04
Rinesmith, Judith	00005	GC-01; WL-04
Ringgaard, Line	00005	GC-01; WL-04
Ripp, Rudolph	00005	GC-01; WL-04
Rittenhouse, Calvin	00005	GC-01; WL-04
Rivera, Javier	00005	GC-01; WL-04
Rivera, Rhonda	00005	GC-01; WL-04
Rivers, Michelle	00005	GC-01; WL-04
Rivetti, Mark	00005	GC-01; WL-04
Robbins, Eloise	00005	GC-01; WL-04
Robert, Alan	00005	GC-01; WL-04
Robert, Claude	00005	GC-01; WL-04
Roberts, Amy	00005	GC-01; WL-04
roberts, daniel	00005	GC-01; WL-04
Roberts, Elizabeth	00005	GC-01; WL-04
Roberts, James	00005	GC-01; WL-04
Roberts, Jeanne	00005	GC-01; WL-04
roberts, jeannie	00005	GC-01; WL-04
roberts, les	00005	GC-01; WL-04
Robertshaw, K. K.	00005	GC-01; WL-04
Roberts-Moneir, Nancy	00005	GC-01; WL-04
Robey, Steve	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Robins, Jennifer	00005	GC-01; WL-04
robinson, craig	00005	GC-01; WL-04
Robinson, Janet	00005	GC-01; WL-04
robinson, joyce	00005	GC-01; WL-04
Robinson, Margo	00005	GC-01; WL-04
Robinson, Maya	00005	GC-01; WL-04
robinson, richard	00005	GC-01; WL-04
Robson, Eric	00005	GC-01; WL-04
Rocha, Candace	00005	GC-01; WL-04
Rocha, Mario	00005	GC-01; WL-04
Roche, Peter	00005	GC-01; WL-04
Rockey, Phil	00005	GC-01; WL-04
Rocks, Brent	00005	GC-01; WL-04
Rodack, Soretta	00005	GC-01; WL-04
Rodah, Lenore	00005	GC-01; WL-04
Rodney, Ray	00005	GC-01; WL-04
Rodriguez, Lori	00005	GC-01; WL-04
Rodriguez, Rosa	00005	GC-01; WL-04
Rodriguez, Tabitha	00005	GC-01; WL-04
Rogovin, Frances	00005	GC-01; WL-04
Rohn, Douglas	00005	GC-01; WL-04
Rohr, Philip	00005	GC-01; WL-04
Roland, Jelica	00005	GC-01; WL-04
Roland, T	00005	GC-01; WL-04
Roldan, Kalyani	00005	GC-01; WL-04
Rolfes, Kevin	00005	GC-01; WL-04
Rolinski, Stanley	00005	GC-01; WL-04
Roll, Nancy L.	00005	GC-01; WL-04
Rollings, Deborah	00005	GC-01; WL-04
Rolston, Pat	00005	GC-01; WL-04
Romans, Jennifer	00005	GC-01; WL-04
Roncalli, LD	00005	GC-01; WL-04
Rondanini, Rob	00005	GC-01; WL-04
Roo, Reeta	00005	GC-01; WL-04
Rood, Edson	00005	GC-01; WL-04
Rookhuyzen, Van	00005	GC-01; WL-04
Root, Barbara	00005	GC-01; WL-04
Root, Jessie	00005	GC-01; WL-04
Rosa-Re, Samantha	00005	GC-01; WL-04
ROSE, B.	00005	GC-01; WL-04
Rose, Kathryn	00005	GC-01; WL-04
Roseberry, William	00005	GC-01; WL-04
Rose-Fortmueller, Laura	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Rosenberg, H.	O0005	GC-01; WL-04
Rosenblum, Stephen	O0005	GC-01; WL-04
Rosenkotter, Barbara	O0005	GC-01; WL-04
Rosenstein, Carolyn and Richard	O0005	GC-01; WL-04
Rosin, Steve	O0005	GC-01; WL-04
Ross, Ann Marie	O0005	GC-01; WL-04
Ross, Blanca Luz	O0005	GC-01; WL-04
Ross, Kat	O0005	GC-01; WL-04
Ross, Lilli	O0005	GC-01; WL-04
Rosser, Katharine	O0005	GC-01; WL-04
Rossi, Daniela	O0005	GC-01; WL-04
Rossi, Patricia	O0005	GC-01; WL-04
Roszman, Jeremy	O0005	GC-01; WL-04
Roth, Erik	O0005	GC-01; WL-04
Roth, Pam	O0005	GC-01; WL-04
Rothenberg, Florie	O0005	GC-01; WL-04
Rothman, Emily	O0005	GC-01; WL-04
Rothrock, Rhonda	O0005	GC-01; WL-04
Rothstein, Richard	O0005	GC-01; WL-04
ROUX, Connie	O0005	GC-01; WL-04
Rowe, Gret	O0005	GC-01; WL-04
Rowell, Ed	O0005	GC-01; WL-04
Royer, Allen	O0005	GC-01; WL-04
Rubel, Scott	O0005	GC-01; WL-04
Rubino, Vincent	O0005	GC-01; WL-04
Ruckdeschel, C.	O0005	GC-01; WL-04
Rudolph, Linda	O0005	GC-01; WL-04
Rue, Carol	O0005	GC-01; WL-04
Rullmann, Gale	O0005	GC-01; WL-04
Rumiantseva, Elena	O0005	GC-01; WL-04
runion, paul	O0005	GC-01; WL-04
Rush, Charlene	O0005	GC-01; WL-04
Russell, Angela	O0005	GC-01; WL-04
Russo, Donald Di	O0005	GC-01; WL-04
Russo, Jay	O0005	GC-01; WL-04
Rust, Tom	O0005	GC-01; WL-04
Rutherford, Helen	O0005	GC-01; WL-04
Ryan, Beth	O0005	GC-01; WL-04
ryan, m	O0005	GC-01; WL-04
Rymer, William	O0005	GC-01; WL-04
Rynes, Michael	O0005	GC-01; WL-04
Rysavy, Robin	O0005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
S, Melissa	00005	GC-01; WL-04
S, Steve	00005	GC-01; WL-04
S.C., Terry	00005	GC-01; WL-04
Sabinson, Mara	00005	GC-01; WL-04
Sable, Rosalie	00005	GC-01; WL-04
Sabo, Betty	00005	GC-01; WL-04
sadowsky, nancy	00005	GC-01; WL-04
Saja, Jean	00005	GC-01; WL-04
Salama, Moktar	00005	GC-01; WL-04
Salinas, Ana	00005	GC-01; WL-04
Salomon, Sherry	00005	GC-01; WL-04
Salter, Sarah	00005	GC-01; WL-04
salyer, diana	00005	GC-01; WL-04
Samaniego, Robert	00005	GC-01; WL-04
samartano, jen	00005	GC-01; WL-04
sampson, Katherine	00005	GC-01; WL-04
SanchezFranck, Angelita	00005	GC-01; WL-04
Sanders, Debbie	00005	GC-01; WL-04
Sanford, Mei Mei	00005	GC-01; WL-04
Sanford, Sarah	00005	GC-01; WL-04
Sanson, Veronique	00005	GC-01; WL-04
Saraha, Ariana	00005	GC-01; WL-04
Sasaoka, Julie	00005	GC-01; WL-04
Satchell, Dan	00005	GC-01; WL-04
satter, linda	00005	GC-01; WL-04
Saude, Debra	00005	GC-01; WL-04
Sautter, Tamar	00005	GC-01; WL-04
Savage, Edward	00005	GC-01; WL-04
Savilonis, Melissa	00005	GC-01; WL-04
sawada, m	00005	GC-01; WL-04
Saxon, Diana	00005	GC-01; WL-04
Saxon, Rachel	00005	GC-01; WL-04
Scahill, John	00005	GC-01; WL-04
Scanlon, Sandi	00005	GC-01; WL-04
Scantlebury, E	00005	GC-01; WL-04
Schacht, Timothy	00005	GC-01; WL-04
Schade, Corey	00005	GC-01; WL-04
Schaefer, Maija	00005	GC-01; WL-04
Schaffer, Heather!	00005	GC-01; WL-04
Schechs, Angelika	00005	GC-01; WL-04
Schenck, Alan	00005	GC-01; WL-04
schenkel, gary	00005	GC-01; WL-04
scherr, robin	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Schiff, Margery	00005	GC-01; WL-04
Schild, Darvin	00005	GC-01; WL-04
Schildwachter, Steve	00005	GC-01; WL-04
Schimpf, Linda	00005	GC-01; WL-04
Schlemel, Pierre	00005	GC-01; WL-04
Schlichter, Beth	00005	GC-01; WL-04
Schlippert, Glenn	00005	GC-01; WL-04
Schmidt, Daniel	00005	GC-01; WL-04
Schmidt, Kevin	00005	GC-01; WL-04
Schmidt, Lee	00005	GC-01; WL-04
Schmidt, Ron	00005	GC-01; WL-04
Schmidt, Susan	00005	GC-01; WL-04
Schmitt, Lana	00005	GC-01; WL-04
Schmitt, Walter	00005	GC-01; WL-04
Schmotzer, Michael	00005	GC-01; WL-04
Schneeberger, Susan	00005	GC-01; WL-04
Schneider, George	00005	GC-01; WL-04
Schneider, Lucy	00005	GC-01; WL-04
Schneider, Misti	00005	GC-01; WL-04
Schochet, Gordon	00005	GC-01; WL-04
Schoenfield, Rick	00005	GC-01; WL-04
Schreiber, John	00005	GC-01; WL-04
Schreyer, Suzanne	00005	GC-01; WL-04
Schroeder, Rebecca	00005	GC-01; WL-04
Schroeder, Todd	00005	GC-01; WL-04
Schroeder, Val	00005	GC-01; WL-04
Schroeter, William	00005	GC-01; WL-04
Schropp, JoAnn	00005	GC-01; WL-04
Schuchard, Susan	00005	GC-01; WL-04
Schue, Shirley	00005	GC-01; WL-04
Schuessler, MICHAEL	00005	GC-01; WL-04
Schulenberg, Margaret	00005	GC-01; WL-04
schultz, jennifer	00005	GC-01; WL-04
Schultz, William	00005	GC-01; WL-04
Schumacher, amy	00005	GC-01; WL-04
Schumacher, Brandy	00005	GC-01; WL-04
Schwartz, Brian	00005	GC-01; WL-04
Schwartz, Donald	00005	GC-01; WL-04
Schwartz, Joyce	00005	GC-01; WL-04
Schwartz, Marge	00005	GC-01; WL-04
Scipione, Josephine	00005	GC-01; WL-04
Scott, Dorinda	00005	GC-01; WL-04
Scott, Jennifer	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Scott, Pamela	00005	GC-01; WL-04
Scott, Rachel	00005	GC-01; WL-04
Scullard, M.E.	00005	GC-01; WL-04
Sear, Linda	00005	GC-01; WL-04
Searles, Dave	00005	GC-01; WL-04
Sears, Carol	00005	GC-01; WL-04
Sedon, Douglas	00005	GC-01; WL-04
Seeley, Marsha	00005	GC-01; WL-04
Segal, Ellen	00005	GC-01; WL-04
seibert, rena	00005	GC-01; WL-04
Sellon, Kim	00005	GC-01; WL-04
Selquist, Donna	00005	GC-01; WL-04
Seltze, Robert	00005	GC-01; WL-04
Seltzer, Meg	00005	GC-01; WL-04
Sequichie-Kerchee, Debbie	00005	GC-01; WL-04
Ser, Ingrid	00005	GC-01; WL-04
Sercombe, Sarah	00005	GC-01; WL-04
SEUGNET, laurent	00005	GC-01; WL-04
Severino, Susan	00005	GC-01; WL-04
Séville, Caroline	00005	GC-01; WL-04
Sewald, Michelle	00005	GC-01; WL-04
Sewell, Laura	00005	GC-01; WL-04
Seymour, Stephanie	00005	GC-01; WL-04
Shabbott, Mary	00005	GC-01; WL-04
Shaffer, Nicole	00005	GC-01; WL-04
Shahshahan, Hamid	00005	GC-01; WL-04
Shaiman, Marsha	00005	GC-01; WL-04
Shankel, Georgia	00005	GC-01; WL-04
Sharley, Karen	00005	GC-01; WL-04
shannon, janice	00005	GC-01; WL-04
shapiro, sid	00005	GC-01; WL-04
Sharee, Donna	00005	GC-01; WL-04
Sharfman, William	00005	GC-01; WL-04
Sharkey, Mary	00005	GC-01; WL-04
Sharp, Shari	00005	GC-01; WL-04
Shaughnessy, Michele	00005	GC-01; WL-04
Shaul, Ed	00005	GC-01; WL-04
shaw, chris	00005	GC-01; WL-04
Shaw, Donald	00005	GC-01; WL-04
shaw, joe	00005	GC-01; WL-04
Shaw, Madeline	00005	GC-01; WL-04
Shea, Mary	00005	GC-01; WL-04
Shea, Richarfd	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Sheehy, Steve	00005	GC-01; WL-04
Shelley, Ian	00005	GC-01; WL-04
Shelton, Carol	00005	GC-01; WL-04
Shematek, Judith	00005	GC-01; WL-04
Shepard, Richard	00005	GC-01; WL-04
Shepherd, Marilyn	00005	GC-01; WL-04
Sherman, Kim	00005	GC-01; WL-04
Shero, Dale	00005	GC-01; WL-04
Sherrington, Colette	00005	GC-01; WL-04
Sherwin, Boyce	00005	GC-01; WL-04
Sherwood, Dan	00005	GC-01; WL-04
Sherwood, Dean	00005	GC-01; WL-04
Shields, Daniel J	00005	GC-01; WL-04
Shields, Maggie	00005	GC-01; WL-04
Shields, Roberta	00005	GC-01; WL-04
Shiels, Theresa	00005	GC-01; WL-04
Shinn, Michon	00005	GC-01; WL-04
Shippee, Robert	00005	GC-01; WL-04
Shliselberg, Aviva	00005	GC-01; WL-04
Shoaf, Cindy	00005	GC-01; WL-04
Shoemaker, Lynn	00005	GC-01; WL-04
Shoemaker, Sloan	00005	GC-01; WL-04
Shoham, Amit	00005	GC-01; WL-04
Sholtz, Laura	00005	GC-01; WL-04
Shook, Joann	00005	GC-01; WL-04
Shook, Philip	00005	GC-01; WL-04
shotz, alyson	00005	GC-01; WL-04
Shoulderblade, Magoo	00005	GC-01; WL-04
Shreve, Rick	00005	GC-01; WL-04
Shroyer, Donna	00005	GC-01; WL-04
Shultz, Jamie	00005	GC-01; WL-04
Shuster, Marguerite	00005	GC-01; WL-04
Siddique, Omar	00005	GC-01; WL-04
Siegfus, Jon	00005	GC-01; WL-04
siegrist, toni	00005	GC-01; WL-04
Siekevitz, Ruth	00005	GC-01; WL-04
Siens, Susan	00005	GC-01; WL-04
Sierchio, Debbie	00005	GC-01; WL-04
Sigler, Dean	00005	GC-01; WL-04
Sikand, Vikram Singh	00005	GC-01; WL-04
Silan, Sheila	00005	GC-01; WL-04
Silver, margaret	00005	GC-01; WL-04
Silvestre, Brigitte	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Silvey, Kathy	00005	GC-01; WL-04
Simms, Cynthia	00005	GC-01; WL-04
Simon, Carolyn	00005	GC-01; WL-04
Simone, Louise	00005	GC-01; WL-04
Simonik, Kathy	00005	GC-01; WL-04
Sims, Kate	00005	GC-01; WL-04
Sims, Millicent	00005	GC-01; WL-04
Singh, Julie	00005	GC-01; WL-04
Singleton, Greg	00005	GC-01; WL-04
Singleton, Jon	00005	GC-01; WL-04
Sinner, John	00005	GC-01; WL-04
Sipe, Bob	00005	GC-01; WL-04
Sitnick, Joan	00005	GC-01; WL-04
Sivesind, Torunn	00005	GC-01; WL-04
Skalsky, Rebecca	00005	GC-01; WL-04
Skelton, Julie	00005	GC-01; WL-04
Skibinski, Lynn	00005	GC-01; WL-04
Skirvin, Laurence	00005	GC-01; WL-04
Sklar, Dana	00005	GC-01; WL-04
Skolnick, Kate	00005	GC-01; WL-04
Skowronnek, Carol	00005	GC-01; WL-04
SKRZYPCZAK, LIDA	00005	GC-01; WL-04
Slack, Donna Marie	00005	GC-01; WL-04
SLAKMON, Tsilla	00005	GC-01; WL-04
Slater-Giglioli, Julie	00005	GC-01; WL-04
Slifer, Cleo	00005	GC-01; WL-04
Slote, Karen	00005	GC-01; WL-04
Slowik, Donna	00005	GC-01; WL-04
Small, Justin	00005	GC-01; WL-04
Smart, Chelsea	00005	GC-01; WL-04
Smith, Andrea	00005	GC-01; WL-04
Smith, Angela	00005	GC-01; WL-04
Smith, Anne Marie	00005	GC-01; WL-04
Smith, Baker	00005	GC-01; WL-04
Smith, Bret	00005	GC-01; WL-04
Smith, Carolyn	00005	GC-01; WL-04
Smith, David	00005	GC-01; WL-04
Smith, Donna	00005	GC-01; WL-04
Smith, Jackie	00005	GC-01; WL-04
Smith, Janell	00005	GC-01; WL-04
Smith, Jeff	00005	GC-01; WL-04
Smith, Jeffrey	00005	GC-01; WL-04
Smith, Joan	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Smith, Judith	00005	GC-01; WL-04
Smith, Kellie	00005	GC-01; WL-04
Smith, lachmund@, Linda	00005	GC-01; WL-04
Smith, Leslie	00005	GC-01; WL-04
Smith, Lloyd	00005	GC-01; WL-04
Smith, Mary Ann	00005	GC-01; WL-04
Smith, noogiebear@, Linda	00005	GC-01; WL-04
Smith, Oliver	00005	GC-01; WL-04
smith, raya	00005	GC-01; WL-04
Smith, Sandra	00005	GC-01; WL-04
Smith, Thomas	00005	GC-01; WL-04
Smith, Yvonne	00005	GC-01; WL-04
Smithwick, Eleanor	00005	GC-01; WL-04
Smoak, Copley	00005	GC-01; WL-04
Smock, Amanda	00005	GC-01; WL-04
Sneiderwine, William	00005	GC-01; WL-04
Snell, Barbara	00005	GC-01; WL-04
Snell, Valarie	00005	GC-01; WL-04
Snyder, Marilyn	00005	GC-01; WL-04
Snyder, novicedetective@, Todd	00005	GC-01; WL-04
Snyder, todd.clark.snyder@, Todd	00005	GC-01; WL-04
Soddy, Diane	00005	GC-01; WL-04
Solomon, Samantha	00005	GC-01; WL-04
Solomon, Tina	00005	GC-01; WL-04
Somma, Darin	00005	GC-01; WL-04
Somogy, Cesarinna	00005	GC-01; WL-04
Song, Georgie	00005	GC-01; WL-04
Sonnenberg, Eileen	00005	GC-01; WL-04
Sonnenberg, Ron	00005	GC-01; WL-04
sophia, tristan	00005	GC-01; WL-04
sorensen, lenore	00005	GC-01; WL-04
Sorrells, James	00005	GC-01; WL-04
Sosa, Valentina Mamut	00005	GC-01; WL-04
Soscia, Mary Lou	00005	GC-01; WL-04
Souder, Ruth Kay	00005	GC-01; WL-04
spaccarotelli, robert	00005	GC-01; WL-04
Spacek, Pamela	00005	GC-01; WL-04
Spadafora, M	00005	GC-01; WL-04
Spaeth, Elisabeth	00005	GC-01; WL-04
spak, Margaret	00005	GC-01; WL-04
Sparlin, Shauna	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Spear, Debbie	00005	GC-01; WL-04
Species, Scott	00005	GC-01; WL-04
Speed, Eric	00005	GC-01; WL-04
Speicher, Jon	00005	GC-01; WL-04
Speidel, Barbara	00005	GC-01; WL-04
Spencer, Deborah	00005	GC-01; WL-04
Spencer, Martha	00005	GC-01; WL-04
Spencer, Steph	00005	GC-01; WL-04
Sperber, Janette	00005	GC-01; WL-04
Sperr, Michael	00005	GC-01; WL-04
Spesick, Anne	00005	GC-01; WL-04
Sphar, Douglas	00005	GC-01; WL-04
Spicer, Camilla	00005	GC-01; WL-04
Spiegelman, Robin	00005	GC-01; WL-04
Spielvogel, Barry	00005	GC-01; WL-04
spoon, leslie	00005	GC-01; WL-04
Spotts, Richard	00005	GC-01; WL-04
Spradlin, Karen	00005	GC-01; WL-04
Spratley, Richard	00005	GC-01; WL-04
Spray, Teri	00005	GC-01; WL-04
spring, susanne	00005	GC-01; WL-04
Sprouse, Sharon	00005	GC-01; WL-04
Squires, Amy	00005	GC-01; WL-04
Squires, Joan	00005	GC-01; WL-04
Sriboonwong, Irene	00005	GC-01; WL-04
Staas, Bonita	00005	GC-01; WL-04
staffilani, teseo	00005	GC-01; WL-04
Staffler, Katharina	00005	GC-01; WL-04
Staiger, Jennifer	00005	GC-01; WL-04
Staiger, Kenneth	00005	GC-01; WL-04
Stankiewicz, Peter	00005	GC-01; WL-04
Stanley, Norm	00005	GC-01; WL-04
Stapler, Carl	00005	GC-01; WL-04
Staples, Laura	00005	GC-01; WL-04
Stargrove, Mitchell	00005	GC-01; WL-04
Starkweather, David	00005	GC-01; WL-04
Staudt, Erin	00005	GC-01; WL-04
Stawinoga, Greg	00005	GC-01; WL-04
Stay, Chris	00005	GC-01; WL-04
Steadmon, Jason	00005	GC-01; WL-04
Stearney, Fern	00005	GC-01; WL-04
steele, karen	00005	GC-01; WL-04
STEENSON, JOHN	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
stefanko, darlynne	00005	GC-01; WL-04
Steffes, Wayne	00005	GC-01; WL-04
Steigerwaldt, Samantha	00005	GC-01; WL-04
Stein, Robin	00005	GC-01; WL-04
Steiner, A.L.	00005	GC-01; WL-04
Steiner, Brandon	00005	GC-01; WL-04
Steiner, Neal	00005	GC-01; WL-04
Steininger, Bob	00005	GC-01; WL-04
steinle, Sandra	00005	GC-01; WL-04
Stella, Michael	00005	GC-01; WL-04
Stelter, Joan	00005	GC-01; WL-04
Stenske, Dorothy	00005	GC-01; WL-04
Stephan, Dorothea	00005	GC-01; WL-04
Stephens, Joanne	00005	GC-01; WL-04
Stephens, Margaret	00005	GC-01; WL-04
Stephens, Natalie	00005	GC-01; WL-04
Sterling, Kaylah	00005	GC-01; WL-04
Sterrett, Jean	00005	GC-01; WL-04
Stetler, David	00005	GC-01; WL-04
Stevens, Martha	00005	GC-01; WL-04
Stevens, Wendy	00005	GC-01; WL-04
stevenson, carmen	00005	GC-01; WL-04
Stewart, Betty	00005	GC-01; WL-04
Stewart, Michael	00005	GC-01; WL-04
Stewart, Robert	00005	GC-01; WL-04
Stewart, Sarah	00005	GC-01; WL-04
Stewart, Susan	00005	GC-01; WL-04
Stiffler, Tonya	00005	GC-01; WL-04
Stimac, Nancy	00005	GC-01; WL-04
Stimac, Vickie	00005	GC-01; WL-04
Stimpson, Lisa	00005	GC-01; WL-04
Stobbe, Donald	00005	GC-01; WL-04
Stock, Sandra	00005	GC-01; WL-04
Stoeckel, Sue	00005	GC-01; WL-04
Stoffers, Joyce	00005	GC-01; WL-04
Stone, Jeffrey	00005	GC-01; WL-04
Stone, Lisa	00005	GC-01; WL-04
Stone, Margery	00005	GC-01; WL-04
Stopryra, Melanie	00005	GC-01; WL-04
Stover, W. Andrew	00005	GC-01; WL-04
Strader, Helen	00005	GC-01; WL-04
Strain, Darren	00005	GC-01; WL-04
Streeter, Anne	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Streeter, Marjorie	00005	GC-01; WL-04
Striegel, Maryann	00005	GC-01; WL-04
Strik, Nicolaas	00005	GC-01; WL-04
Strom, Theresa	00005	GC-01; WL-04
Strong, Grace	00005	GC-01; WL-04
Struble, Dan	00005	GC-01; WL-04
Stuart, Michael	00005	GC-01; WL-04
Stuckey, Julie	00005	GC-01; WL-04
Stuckey, Marci	00005	GC-01; WL-04
Sturrock, Wanda	00005	GC-01; WL-04
Suarez, Melissa	00005	GC-01; WL-04
suchanek, astrid	00005	GC-01; WL-04
sugarman, kathy	00005	GC-01; WL-04
Sugarman, Stevie	00005	GC-01; WL-04
Sullivan, B	00005	GC-01; WL-04
Sullivan, Diane	00005	GC-01; WL-04
Sullivan, Gail	00005	GC-01; WL-04
Sullivan, Pamela	00005	GC-01; WL-04
Sullivan, theresa	00005	GC-01; WL-04
Sullivan, Thomas	00005	GC-01; WL-04
Sumiyoshi, Jennifer	00005	GC-01; WL-04
Summers, Susan	00005	GC-01; WL-04
Sumnicht, Bill	00005	GC-01; WL-04
Sundarajan, Adiit	00005	GC-01; WL-04
Sutaria, Shreeraj	00005	GC-01; WL-04
Sutherland, Greg	00005	GC-01; WL-04
Sutherland, John	00005	GC-01; WL-04
SUTLIFF, LESLIE	00005	GC-01; WL-04
Sutphin, Andrew	00005	GC-01; WL-04
Sutton, Mary	00005	GC-01; WL-04
Suuronen, Miia	00005	GC-01; WL-04
Svenson, Joan	00005	GC-01; WL-04
Swanepoel, Karen	00005	GC-01; WL-04
SWANSON, DOUGLASS	00005	GC-01; WL-04
Swanson, Scott	00005	GC-01; WL-04
Sweel, Greg	00005	GC-01; WL-04
Sweeney, Leslie	00005	GC-01; WL-04
swift, robert	00005	GC-01; WL-04
Swoffer, Thomas	00005	GC-01; WL-04
Symonds, Allen	00005	GC-01; WL-04
Syverson, Mark	00005	GC-01; WL-04
Szabo, Liz	00005	GC-01; WL-04
Szumal, Ray	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Tabb, Linda	00005	GC-01; WL-04
Tabish, Gene	00005	GC-01; WL-04
Tachna, Heather	00005	GC-01; WL-04
Taggart, Carol	00005	GC-01; WL-04
Tahhan, Albert	00005	GC-01; WL-04
Takagi, Richard	00005	GC-01; WL-04
Talbot, James	00005	GC-01; WL-04
Taliano, Ronald	00005	GC-01; WL-04
Tamagini, Amy	00005	GC-01; WL-04
Tangi, Anna	00005	GC-01; WL-04
Tanner, D. Susan	00005	GC-01; WL-04
tarlow, kathleen	00005	GC-01; WL-04
Tarpley, Matthew	00005	GC-01; WL-04
Tascon, Sophia	00005	GC-01; WL-04
Tavano, Joe	00005	GC-01; WL-04
Taylor, Aileen	00005	GC-01; WL-04
Taylor, Alison	00005	GC-01; WL-04
Taylor, Dave	00005	GC-01; WL-04
Taylor, J. Holley	00005	GC-01; WL-04
Taylor, K	00005	GC-01; WL-04
Taylor, Laura Pitt	00005	GC-01; WL-04
Taylor, M. Renee	00005	GC-01; WL-04
Taylor, Nannette	00005	GC-01; WL-04
Taylor, Stefan	00005	GC-01; WL-04
Taylor, Tanya	00005	GC-01; WL-04
Teed, Teri	00005	GC-01; WL-04
Teevan, John	00005	GC-01; WL-04
Telfair II, Ph.D., Ray C.	00005	GC-01; WL-04
Tendler, Marlene	00005	GC-01; WL-04
Tennant, Allie	00005	GC-01; WL-04
Teplin, Lynne	00005	GC-01; WL-04
Terranova, Angela	00005	GC-01; WL-04
Teunissen, Christina	00005	GC-01; WL-04
Thatcher, Tobey	00005	GC-01; WL-04
Theard, Nikki Pacheco	00005	GC-01; WL-04
Thibault, Claire	00005	GC-01; WL-04
Thibodeau, Lucille	00005	GC-01; WL-04
Thiessen, Sidney	00005	GC-01; WL-04
Thomas, Bob	00005	GC-01; WL-04
thomas, john	00005	GC-01; WL-04
Thompson, Carol	00005	GC-01; WL-04
Thompson, Carrie	00005	GC-01; WL-04
Thompson, Don	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Thompson, Lawrence	00005	GC-01; WL-04
Thompson, Lorne	00005	GC-01; WL-04
THOMPSON, LORRAINE	00005	GC-01; WL-04
Thompson, Muriel	00005	GC-01; WL-04
Thompson, S	00005	GC-01; WL-04
Thompson, Sandy	00005	GC-01; WL-04
Thomson, Robert	00005	GC-01; WL-04
Thornburg, Merrie	00005	GC-01; WL-04
Thornton, Edward	00005	GC-01; WL-04
Thornton, Norman	00005	GC-01; WL-04
Thornton, William	00005	GC-01; WL-04
Thunstrom, Courtnay	00005	GC-01; WL-04
Tidd, Richard	00005	GC-01; WL-04
Tieso, Jovita	00005	GC-01; WL-04
Tine', Tina	00005	GC-01; WL-04
Tizard, Thomas	00005	GC-01; WL-04
Tobin, Leo	00005	GC-01; WL-04
Todd, Drs. Sher and Randall	00005	GC-01; WL-04
Todd, Janis	00005	GC-01; WL-04
Todd, Sam	00005	GC-01; WL-04
Toigo, Joe	00005	GC-01; WL-04
Tolley, Sylvia	00005	GC-01; WL-04
Tomasello, Pela	00005	GC-01; WL-04
Tomlin, Curtis	00005	GC-01; WL-04
Torrence, Paul	00005	GC-01; WL-04
Torres, Mayra	00005	GC-01; WL-04
toto, michael	00005	GC-01; WL-04
Townill, Linda	00005	GC-01; WL-04
Townsend, Sarah	00005	GC-01; WL-04
Toy, Mary Ann	00005	GC-01; WL-04
Tran, Kim	00005	GC-01; WL-04
Traniello, Francine	00005	GC-01; WL-04
Traube, Patty	00005	GC-01; WL-04
Trauth, Beti Webb	00005	GC-01; WL-04
Treffil, Michaela	00005	GC-01; WL-04
Troncone, kitt	00005	GC-01; WL-04
Trubow, G.	00005	GC-01; WL-04
Trujillo, Mary	00005	GC-01; WL-04
Trussell, Beth	00005	GC-01; WL-04
Tseng, Alice	00005	GC-01; WL-04
Tuck, Frederick	00005	GC-01; WL-04
Turco, Jill	00005	GC-01; WL-04
Turetsky, Samantha	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Turner, Bernadine	00005	GC-01; WL-04
Turner, Phyllis	00005	GC-01; WL-04
Tusinac, Michele	00005	GC-01; WL-04
Tutt, Joe	00005	GC-01; WL-04
Tvedt, David	00005	GC-01; WL-04
Tweedell, Laurie	00005	GC-01; WL-04
Twiss, John	00005	GC-01; WL-04
Tyler, Judy	00005	GC-01; WL-04
Tyler, Steve	00005	GC-01; WL-04
Tyron, Erica	00005	GC-01; WL-04
Uchiyama, Catherine	00005	GC-01; WL-04
Ucko, Aaron	00005	GC-01; WL-04
Uhll, Linda	00005	GC-01; WL-04
Unger, Michelle	00005	GC-01; WL-04
Unwalla, Ava	00005	GC-01; WL-04
Uribe, Gloria	00005	GC-01; WL-04
Uyenishi, Steve	00005	GC-01; WL-04
V., Steve	00005	GC-01; WL-04
Vaccaro, Terry	00005	GC-01; WL-04
valencia, rio	00005	GC-01; WL-04
Valent, Cassandra	00005	GC-01; WL-04
Vallejo, Carol	00005	GC-01; WL-04
van Alyne, Emily	00005	GC-01; WL-04
Van Leekwijck, Natalie	00005	GC-01; WL-04
Van Tassell, Robin	00005	GC-01; WL-04
Van Velson, Nathan	00005	GC-01; WL-04
Van Wicklen, Betty J.	00005	GC-01; WL-04
Vance, Patricia	00005	GC-01; WL-04
Vancompernolle, Geert	00005	GC-01; WL-04
Vanderbosch, Maureen	00005	GC-01; WL-04
Vandergrift, Julie	00005	GC-01; WL-04
VanderVere, Dan	00005	GC-01; WL-04
VANDEVEIRE, CAROL	00005	GC-01; WL-04
VanMeter, Susan	00005	GC-01; WL-04
Varcoe, Donna D	00005	GC-01; WL-04
Varga, John	00005	GC-01; WL-04
Vasily, Karen	00005	GC-01; WL-04
vasta, lisa	00005	GC-01; WL-04
Vaughan, Steven	00005	GC-01; WL-04
Vavrek, Ayesha	00005	GC-01; WL-04
vayu, satya	00005	GC-01; WL-04
Veazey, M.	00005	GC-01; WL-04
Veillette, Elizabeth	00005	GC-01; WL-04

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Vellela, Justin	00005	GC-01; WL-04
Vencill, William	00005	GC-01; WL-04
venegas, andres	00005	GC-01; WL-04
Vennes, Martha	00005	GC-01; WL-04
veraldi, anne	00005	GC-01; WL-04
Veralli, Robert	00005	GC-01; WL-04
VERGILIA, NADINE	00005	GC-01; WL-04
Vernon, Margaret	00005	GC-01; WL-04
Vesper, Paul	00005	GC-01; WL-04
Vessicchio, Susan P.	00005	GC-01; WL-04
Viacrucis, John	00005	GC-01; WL-04
Vidal, Maureen	00005	GC-01; WL-04
Villanueva, Sonia Romero	00005	GC-01; WL-04
Vineski, Patricia	00005	GC-01; WL-04
Vinikoff, Jerald	00005	GC-01; WL-04
Vlasak, T	00005	GC-01; WL-04
Vlasaty, Valerie	00005	GC-01; WL-04
Vogel, Nathan	00005	GC-01; WL-04
Vogt, Axel	00005	GC-01; WL-04
Voiles, Steve	00005	GC-01; WL-04
Vollmer, Alex	00005	GC-01; WL-04
von Alten, Bruce	00005	GC-01; WL-04
Von Dohlen, Lindy A	00005	GC-01; WL-04
von Eberstein, Camille	00005	GC-01; WL-04
Von Tress, Kay	00005	GC-01; WL-04
Voorhies, Eric	00005	GC-01; WL-04
Vopicka, Linda	00005	GC-01; WL-04
Voss, Rene	00005	GC-01; WL-04
VourosCallahan, Pamela	00005	GC-01; WL-04
Vreeland, Mollie	00005	GC-01; WL-04
Vuyas, Victor	00005	GC-01; WL-04
Wachowiak, Mark	00005	GC-01; WL-04
wade, victoria	00005	GC-01; WL-04
Wadsworth, Andrew	00005	GC-01; WL-04
Waggoner, Jeff	00005	GC-01; WL-04
Wagner, Barbara	00005	GC-01; WL-04
Wagner, Carol	00005	GC-01; WL-04
Wagner, DJ	00005	GC-01; WL-04
Wagner, James	00005	GC-01; WL-04
Wagner, Scott	00005	GC-01; WL-04
Wagoner, Douglas	00005	GC-01; WL-04
Waldo, Jason	00005	GC-01; WL-04
Waleski, Melanie	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Walicki, Joe	00005	GC-01; WL-04
Walker, Brad	00005	GC-01; WL-04
Walker, Carrie	00005	GC-01; WL-04
Walker, Verla D.	00005	GC-01; WL-04
Walker,Jr., George	00005	GC-01; WL-04
Wallace, Louise	00005	GC-01; WL-04
Wallace, Robert	00005	GC-01; WL-04
Wallace, Shelly	00005	GC-01; WL-04
Wallack, Shirley	00005	GC-01; WL-04
Waller, Ann	00005	GC-01; WL-04
Waller, Sara	00005	GC-01; WL-04
Walling, Robert	00005	GC-01; WL-04
Walls, Janet	00005	GC-01; WL-04
Walls, Mary	00005	GC-01; WL-04
Walsh, Bonnie	00005	GC-01; WL-04
Walsh, Ditra	00005	GC-01; WL-04
Walsh, Donald	00005	GC-01; WL-04
walsh, ellen	00005	GC-01; WL-04
Waltasti, Marilyn	00005	GC-01; WL-04
Walters, Wendy	00005	GC-01; WL-04
Walther, Marcus	00005	GC-01; WL-04
Ward Jr., Tedd	00005	GC-01; WL-04
Ward, Denise	00005	GC-01; WL-04
Ward, Eddie	00005	GC-01; WL-04
Ward, John	00005	GC-01; WL-04
Ward, Ken	00005	GC-01; WL-04
Ward, Marvin J	00005	GC-01; WL-04
ward, pam	00005	GC-01; WL-04
Ward, Rosemary	00005	GC-01; WL-04
Ward, Sheila	00005	GC-01; WL-04
Ware, Clifton	00005	GC-01; WL-04
Ware, Peter	00005	GC-01; WL-04
Warner, Carolyn	00005	GC-01; WL-04
Warren, Charles	00005	GC-01; WL-04
Warren, Craig	00005	GC-01; WL-04
Warren, Megan	00005	GC-01; WL-04
Warren, Richard	00005	GC-01; WL-04
warrington, jason	00005	GC-01; WL-04
Washington, Chris	00005	GC-01; WL-04
Wassmer, Bonnie	00005	GC-01; WL-04
Wathen, Wayne	00005	GC-01; WL-04
Watkins, Anita	00005	GC-01; WL-04
Watson, Donald	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Watson, Harold	00005	GC-01; WL-04
Watson, Kathy	00005	GC-01; WL-04
Watson, Pamela	00005	GC-01; WL-04
Watt, Julie	00005	GC-01; WL-04
watters, cheryl	00005	GC-01; WL-04
watters, Whitney	00005	GC-01; WL-04
Watts, Elizabeth	00005	GC-01; WL-04
Weant-Leavitt, Margaret	00005	GC-01; WL-04
Weaver, Tammy	00005	GC-01; WL-04
Webb, Randall	00005	GC-01; WL-04
Webb, Sally	00005	GC-01; WL-04
Webber, Nancy	00005	GC-01; WL-04
weber, kathy	00005	GC-01; WL-04
Weedman, Ruth	00005	GC-01; WL-04
Weeks, V	00005	GC-01; WL-04
Weilage, Krystal	00005	GC-01; WL-04
Weiland, Sherry	00005	GC-01; WL-04
Weiler, Debbi	00005	GC-01; WL-04
Weinberg, Linda	00005	GC-01; WL-04
Weinberg, Steven	00005	GC-01; WL-04
Weiner, Cathy	00005	GC-01; WL-04
Weiner, Mike	00005	GC-01; WL-04
Weingart, Larry	00005	GC-01; WL-04
weinstein, elyette	00005	GC-01; WL-04
Weis, Marie	00005	GC-01; WL-04
Weisel, Christopher	00005	GC-01; WL-04
Weisenauer, Justin	00005	GC-01; WL-04
Weiske, Lynne	00005	GC-01; WL-04
Weissman, Evelyn	00005	GC-01; WL-04
Weissman, Ira	00005	GC-01; WL-04
Weisz, Russell	00005	GC-01; WL-04
Welch, Sylvia	00005	GC-01; WL-04
Weld, Robert	00005	GC-01; WL-04
Weller, Monica	00005	GC-01; WL-04
Welling, Jeannette	00005	GC-01; WL-04
Wellington, Mary	00005	GC-01; WL-04
Wells, Jeff	00005	GC-01; WL-04
Wells, Kim	00005	GC-01; WL-04
Wells, Lasha	00005	GC-01; WL-04
Wendell, Patricia R.	00005	GC-01; WL-04
Wener, Tina	00005	GC-01; WL-04
Wensaut, Darlene	00005	GC-01; WL-04
Wentworth, Kimberly	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Wenzer, Ken	00005	GC-01; WL-04
Werner, Katherine	00005	GC-01; WL-04
Wesselink, Miriam	00005	GC-01; WL-04
west, carrie	00005	GC-01; WL-04
West, Marla	00005	GC-01; WL-04
West, Paul	00005	GC-01; WL-04
Westgaard, Suzanne	00005	GC-01; WL-04
Westhead, Joey	00005	GC-01; WL-04
Weston, John	00005	GC-01; WL-04
Westra, Jennifer	00005	GC-01; WL-04
Wettberg, Eric	00005	GC-01; WL-04
Wheeler, Mark	00005	GC-01; WL-04
Whelan, Bill	00005	GC-01; WL-04
Whicker, Michael	00005	GC-01; WL-04
Whipple, Wyman	00005	GC-01; WL-04
White, Ann	00005	GC-01; WL-04
White, Bruce	00005	GC-01; WL-04
White, Danielle	00005	GC-01; WL-04
White, Maria	00005	GC-01; WL-04
White, Marianne	00005	GC-01; WL-04
White, Mark	00005	GC-01; WL-04
White, Mindi	00005	GC-01; WL-04
White, Nancy	00005	GC-01; WL-04
White, Peggy	00005	GC-01; WL-04
White, Phyllis	00005	GC-01; WL-04
White, Robbie	00005	GC-01; WL-04
White, Veda	00005	GC-01; WL-04
White, Yvonne	00005	GC-01; WL-04
whitecloud, brandi	00005	GC-01; WL-04
Whitson-Forbes, Connie	00005	GC-01; WL-04
Whitty, Marsha	00005	GC-01; WL-04
Wiebenson, Sarah	00005	GC-01; WL-04
Wieland, Chuck	00005	GC-01; WL-04
Wilcox, Antoinette	00005	GC-01; WL-04
Wilde, Ronda	00005	GC-01; WL-04
Wiley, Carol	00005	GC-01; WL-04
Wilken, Jane	00005	GC-01; WL-04
Wilkinson, Daniel	00005	GC-01; WL-04
Willard, Grace	00005	GC-01; WL-04
Willett, Geri	00005	GC-01; WL-04
Willey, Irene	00005	GC-01; WL-04
Williams, Angie	00005	GC-01; WL-04
Williams, Beverly	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Williams, Catherine	O0005	GC-01; WL-04
Williams, Danna	O0005	GC-01; WL-04
Williams, Deborah	O0005	GC-01; WL-04
Williams, Diane	O0005	GC-01; WL-04
williams, freddie	O0005	GC-01; WL-04
williams, jesse	O0005	GC-01; WL-04
Williams, jkewilliams@, Kathleen	O0005	GC-01; WL-04
Williams, kwilliams@, Kathleen	O0005	GC-01; WL-04
williams, linda	O0005	GC-01; WL-04
Williams, Marian	O0005	GC-01; WL-04
Williams, Pat	O0005	GC-01; WL-04
Williams, Roger	O0005	GC-01; WL-04
Williams, Tom	O0005	GC-01; WL-04
Williamson, Deb	O0005	GC-01; WL-04
Willis, Dave	O0005	GC-01; WL-04
Willis, Karen	O0005	GC-01; WL-04
Willner, Daniel	O0005	GC-01; WL-04
Wilmes, Norm	O0005	GC-01; WL-04
Wilsey, Frank	O0005	GC-01; WL-04
Wilsnack, Jonathan	O0005	GC-01; WL-04
Wilson, Debra	O0005	GC-01; WL-04
Wilson, Don	O0005	GC-01; WL-04
Wilson, Donald	O0005	GC-01; WL-04
Wilson, Greg	O0005	GC-01; WL-04
Wilson, Jeff	O0005	GC-01; WL-04
Wilson, L	O0005	GC-01; WL-04
Wilson, Tina	O0005	GC-01; WL-04
Wingle, Dennis	O0005	GC-01; WL-04
Winn, Trisha	O0005	GC-01; WL-04
winnick, joie	O0005	GC-01; WL-04
winnubst, karen	O0005	GC-01; WL-04
Winsor, Teresa	O0005	GC-01; WL-04
Winstead, Annie	O0005	GC-01; WL-04
Wirth, Charles	O0005	GC-01; WL-04
Wiseman, Ann	O0005	GC-01; WL-04
Wishan, Karin	O0005	GC-01; WL-04
Wist, Robert	O0005	GC-01; WL-04
Wohlberg, Robert	O0005	GC-01; WL-04
Wojnaroski, Sabrina	O0005	GC-01; WL-04
Wojno, Sharon	O0005	GC-01; WL-04
Wojtalik, Alan	O0005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Wolaver, Sheri	00005	GC-01; WL-04
Wolcott, James	00005	GC-01; WL-04
Wolf, Crystal	00005	GC-01; WL-04
Wolf, Davis	00005	GC-01; WL-04
Wolf, Torah	00005	GC-01; WL-04
Wolf, Wesley	00005	GC-01; WL-04
Wolfe, Charles	00005	GC-01; WL-04
Wolff, Amy	00005	GC-01; WL-04
Wolff, Charliese	00005	GC-01; WL-04
Wollman, Michael	00005	GC-01; WL-04
Wollman, Nan	00005	GC-01; WL-04
Womack, Kristin	00005	GC-01; WL-04
Wong, Olivia	00005	GC-01; WL-04
Wood, Barbara	00005	GC-01; WL-04
Wood, Margaret	00005	GC-01; WL-04
Wood, Peter	00005	GC-01; WL-04
Wood, Stephen	00005	GC-01; WL-04
woodard, jud	00005	GC-01; WL-04
Woods, Debbie	00005	GC-01; WL-04
Woods, roth	00005	GC-01; WL-04
Woodward, Ellis	00005	GC-01; WL-04
Wooldridge, Mary Louise	00005	GC-01; WL-04
Woolley, Nancy	00005	GC-01; WL-04
Worden, Bonnie	00005	GC-01; WL-04
Wornum, Claudia	00005	GC-01; WL-04
Worth, Braxton	00005	GC-01; WL-04
Worth, Wendy	00005	GC-01; WL-04
Wortman, Jonah	00005	GC-01; WL-04
woudstra, gerrit	00005	GC-01; WL-04
Wreford, Julie	00005	GC-01; WL-04
Wright III, Trigg	00005	GC-01; WL-04
Wright, Chadwick	00005	GC-01; WL-04
Wright, Georgina	00005	GC-01; WL-04
Wright, Katherine	00005	GC-01; WL-04
Wright, Kent	00005	GC-01; WL-04
Wright, Patti	00005	GC-01; WL-04
Wroblewski, Elizabeth	00005	GC-01; WL-04
WUERSLIN, THEODORE	00005	GC-01; WL-04
Wyeth, Judy	00005	GC-01; WL-04
Wynn, Patricia	00005	GC-01; WL-04
wyrick, brenda	00005	GC-01; WL-04
Wyse, Margo	00005	GC-01; WL-04
Yambor, Marjorie	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Unedited)		
Yancey, bob	00005	GC-01; WL-04
Yanke, Brian	00005	GC-01; WL-04
Yarbrough, Jim	00005	GC-01; WL-04
Yost, Susan	00005	GC-01; WL-04
You, Rob	00005	GC-01; WL-04
Youmans, O.	00005	GC-01; WL-04
Young, Doug	00005	GC-01; WL-04
young, gail eva	00005	GC-01; WL-04
Young, Howard	00005	GC-01; WL-04
young, kyle	00005	GC-01; WL-04
Young, Marie	00005	GC-01; WL-04
Young, Nancy	00005	GC-01; WL-04
Young, Philip	00005	GC-01; WL-04
Young, William	00005	GC-01; WL-04
Youngelson, Noah	00005	GC-01; WL-04
Younger, Charles	00005	GC-01; WL-04
Younger, Sandra	00005	GC-01; WL-04
Youngson, Patricia Kay	00005	GC-01; WL-04
Z., L.	00005	GC-01; WL-04
Zack, Mary	00005	GC-01; WL-04
Zahller, Guy	00005	GC-01; WL-04
Zammarano, Vittorio Tedesco	00005	GC-01; WL-04
Zamudio, A.	00005	GC-01; WL-04
Zanders, Marya	00005	GC-01; WL-04
Zaninovich, Sandra	00005	GC-01; WL-04
Zannou, Tatiana	00005	GC-01; WL-04
zawacki, jeanette	00005	GC-01; WL-04
Zdilla, Eric	00005	GC-01; WL-04
Zeller, Michael	00005	GC-01; WL-04
Zellner, Scott	00005	GC-01; WL-04
Zemba, Tim	00005	GC-01; WL-04
Zentura, *	00005	GC-01; WL-04
Zerzan, Paula	00005	GC-01; WL-04
ZIELINSKI, JENNIFER	00005	GC-01; WL-04
Ziemann, Ilse	00005	GC-01; WL-04
Zierikzee, R.	00005	GC-01; WL-04
Ziesemer, Gerald	00005	GC-01; WL-04
Ziller, Gloria and Bob	00005	GC-01; WL-04
Zimmer, Susan	00005	GC-01; WL-04
Zimmerman, Craig	00005	GC-01; WL-04
zimmerman, pam	00005	GC-01; WL-04
Zimmermann, John	00005	GC-01; WL-04
Zuckerman, Arlene	00005	GC-01; WL-04

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Adams, Emily D.	O0005A_321	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Addington, Paul	O0005A_175	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Agee, Will	O0005A_486	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Albert, Martin	O0005A_058	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Allan, Jeannette	O0005A_489	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Allen, Sundra	O0005A_291	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Allen, Susan	O0005A_423	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Altman, Wendell	O0005A_017	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01, AL-02
Anderson, Glen	O0005A_054	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Anderson, Nancy L.	O0005A_120	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Andes, John	O0005A_056	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Angus, Billy	O0005A_238	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Anton, Sharon	O0005A_135	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Appenzeller, Cary	O0005A_303	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Ashcliffe, Mary	O0005A_295	From Form Letter O0005A: GC-01; WL-04 Letter Specific: SO-01
Aylward, Diana	O0005A_235	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Baccelli, M.L.	O0005A_428	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bailey, Ann	O0005A_179	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bailey, Marcia	O0005A_121	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bain, Diana	O0005A_404	From Form Letter O0005A: GC-01; WL-04 Letter Specific: SA-03; SA-12
Bales, Mark	O0005A_413	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Baley, Patricia	O0005A_585	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Ballin, Michael L.	O0005A_389	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Barber, E.	O0005A_422	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Barber, Virginia	O0005A_079	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Barbezat, Mary	O0005A_524	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bartkovich, Diane	O0005A_315	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02; PA-01
Barton, Marjorie	O0005A_561	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bate, Jo Ellen	O0005A_185	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Beard, Lara	O0005A_165	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Beaver, Debra	O0005A_036	From Form Letter O0005A: GC-01; WL-04 Letter Specific: MT-16; NP-76; PA-24
Bechtel, Albert	O0005A_289	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Beck, Deborah	O0005A_444	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Becker, Jon	O0005A_074	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Belknap, Bobby	O0005A_604	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Belknap, Robert	O0005A_605	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bello, D.	O0005A_252	From Form Letter O0005A: GC-01; WL-04 Letter Specific: BR-75; GC-01
Bennett, LeeAnn	O0005A_029	From Form Letter O0005A: GC-01; WL-04 Letter Specific: WL-06
Benton, Vivienne	O0005A_398	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Berario, Myra	O0005A_313	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Berd, Linda	O0005A_298	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Berkowitz, Henry	O0005A_325	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bertano, Silvia	O0005A_231	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bhattacharji, Lee	O0005A_084	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Biddle, Lynn	O0005A_173	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Blackburn, Melanie	O0005A_243	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Blackwell, Lynn	O0005A_529	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Blanck, Lisa	O0005A_260	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Blochowiak, Patricia	O0005A_393	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Blydenburgh, Caroline	O0005A_501	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bode, Patricia	O0005A_240	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Boka, Erika	O0005A_046	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Booz, Martha	O0005A_571	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Bork, Annette	O0005A_242	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Boshears, Michael	O0005A_010	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bova, John W.	O0005A_425	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bowen, Dane	O0005A_206	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Bowling, Beth	O0005A_433	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Boyd, Nancy	O0005A_181	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bradford, Jennifer	O0005A_159	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bragg, Terry	O0005A_355	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Brainard, Charles	O0005A_403	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Brandariz, Anita	O0005A_467	From Form Letter O0005A: GC-01; WL-04 Letter Specific: NP-80; PN-01
Breitwater, Pamela	O0005A_368	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Brewer, Ginger	O0005A_479	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Brister, Bob	O0005A_022	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Broussard, John	O0005A_482	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Brown, Jessica	O0005A_530	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Brown, Lytton Patrick	O0005A_500	From Form Letter O0005A: GC-01; WL-04 Letter Specific: PA-01; BR-75
Brown, Shirley	O0005A_343	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Brunner, Linda	O0005A_211	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Budoff, Roslynn	O0005A_563	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Burk, Joyce	O0005A_416	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Burmester, Rebecca	O0005A_025	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Burns-Walters, Jacqueline	O0005A_505	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Bussing, L. J.	O0005A_372	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Bussing, Lenore	O0005A_531	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Butrim, Stacy	O0005A_510	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Cameron, Rick	O0005A_070	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Camhi, Gail	O0005A_268	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Campo, Karen	O0005A_371	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Cardinal, Enid	O0005A_397	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Carney, Cheryl	O0005A_440	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Carroll, Linda	O0005A_014	From Form Letter O0005A: GC-01; WL-04 Letter Specific: WL-06
Carroll, Linda	O0005A_245	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Carter, Ashli	O0005A_556	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Castle, Ryan	O0005A_546	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Cato, Mary	O0005A_332	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Chambers, Claire	O0005A_087	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Cherry, Robert	O0005A_005	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Chisari, Andrea	O0005A_201	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Chittim, Veroune	O0005A_331	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Christo, Jeffrey	O0005A_048	From Form Letter O0005A: GC-01; WL-04 Letter Specific: PI-04
Clapp, Richard	O0005A_106	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Cleaveland, Malcolm	O0005A_363	From Form Letter O0005A: GC-01; WL-04 Letter Specific: SA-07
Clowes, Matt	O0005A_160	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Clutter, Marcie	O0005A_100	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Cochran, Gene	O0005A_190	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Cohn, Barbara	O0005A_277	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Cole, Linc	O0005A_212	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Coleman, Henry	O0005A_380	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Collier, David	O0005A_113	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Collins, Karen	O0005A_116	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Conley, Carolyn	O0005A_091	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Conner, Lisa	O0005A_098	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Connor, Heidi	O0005A_078	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Conrad, Jody	O0005A_578	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Cooperman, Sima	O0005A_164	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Copenhaver, Patricia	O0005A_322	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Coronado, Julianna	O0005A_086	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Cotter, Joyce	O0005A_309	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Crane, Emma	O0005A_412	From Form Letter O0005A: GC-01; WL-04 Letter Specific: PA-01; AL-02
Crist, Kathy	O0005A_213	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Cross, Dave and Rita	O0005A_107	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Crowe, Edith	O0005A_547	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Cruz, Marian	O0005A_527	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Cummings, Loretta	O0005A_464	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Cunningham, Barbara	O0005A_481	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Dakouzlian, Marge	O0005A_308	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Dal Porto, Danna	O0005A_460	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Dale, Jim and Barbara	O0005A_533	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Dance, Rupert	O0005A_192	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Davidson, David	O0005A_210	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Davis, Amy	O0005A_128	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Davis, Judson	O0005A_580	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
de Tarnowsky, Juliana	O0005A_254	From Form Letter O0005A: GC-01; WL-04 Letter Specific: MT-05
Dearborn, Carol	O0005A_445	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
DeCarlo, Anthony	O0005A_419	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
DeHaan, Virginia	O0005A_055	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Dement, Jay	O0005A_537	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
DeWolfe, Pat	O0005A_174	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Dickinson, Daniel and Judith	O0005A_256	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Dixon, Angie	O0005A_141	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Dobesh, Don	O0005A_596	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Dodson, Shirley	O0005A_349	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Donofrio, Mac	O0005A_027	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Doubleday, Peri	O0005A_485	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Doucette, John	O0005A_526	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Downer, Craig	O0005A_060	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Draper, Barry	O0005A_319	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Draves, D. Gordon	O0005A_229	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Drinkhouse, Mary	O0005A_152	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Dufficy, Judy	O0005A_305	From Form Letter O0005A: GC-01; WL-04 Letter Specific: BR-75; GC-01
Duncan, Michael	O0005A_509	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Dykoski, Dr. William 'Skip'	O0005A_581	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Easton, Eileen	O0005A_575	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Ebersberger, Wendy	O0005A_441	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Edgecomb, Carolyn	O0005A_122	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Eiser, J.	O0005A_044	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Elliott, Scott	O0005A_554	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Ellis, Susan	O0005A_337	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Emanuel, Frances	O0005A_549	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Emmanuele, Kurt	O0005A_324	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Ensign, Dianne	O0005A_503	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
<i>Epailly, Guillemette</i>	O0005A_020	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Eppler, Paula</i>	O0005A_226	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
<i>Esposito, J.</i>	O0005A_262	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Fairless, Judy</i>	O0005A_471	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Falcone, Kim</i>	O0005A_601	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Farrington, Elizabeth</i>	O0005A_499	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Fazio, Harriett</i>	O0005A_251	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Feeney, John</i>	O0005A_568	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Felix, Alice</i>	O0005A_237	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Ferm, Mary</i>	O0005A_369	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Finlon, Maureen</i>	O0005A_236	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Fitz, Pat</i>	O0005A_088	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Fleming, Nancy</i>	O0005A_072	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Floyd, Kim</i>	O0005A_544	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Frankel, Helene</i>	O0005A_096	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Frazier, Maggie</i>	O0005A_131	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Frederick, Patricia</i>	O0005A_093	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Freeland, Chris</i>	O0005A_504	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
<i>Freeman, Beth Jane</i>	O0005A_353	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Freeman, Linda</i>	O0005A_127	From Form Letter O0005A: GC-01; WL-04 Letter Specific: WL-04
<i>Friedman, Michael</i>	O0005A_570	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
<i>Friedman, Valerie</i>	O0005A_351	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Fritzinger, Dennis	O0005A_350	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Futrell, Sherrill	O0005A_006	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01; AL-02
Futrell, Sherrill	O0005A_028	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Gaines, Cassandra	O0005A_432	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Galen, Candace	O0005A_258	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Gallagher, Sarah	O0005A_586	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Garland, Caroline	O0005A_149	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Garmon, T.	O0005A_550	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Gates, Joanne	O0005A_378	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Gaudsmith, Henry	O0005A_370	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Gault, Ramona	O0005A_033	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Gazzola, Linda	O0005A_512	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Gedz, Cynthia	O0005A_050	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Gelbart, Susannah	O0005A_270	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Geraci, Suzanne	O0005A_373	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Gfroerer, LeeAnne	O0005A_302	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Giesy, Theo	O0005A_418	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Gillaspy, Kaitlyn M.	O0005A_097	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Goodenough, Arlene	O0005A_267	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Goodwin, Mattie	O0005A_182	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Goppert, Donald	O0005A_247	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Gottfried, Susan	O0005A_061	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Gove, Joan	O0005A_016	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Graffagnino, Mary Ann and Frank	O0005A_109	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Green, Carol	O0005A_215	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Green, Patrick	O0005A_327	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Greene, Vaughan	O0005A_543	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Green-Hughes, Glyn	O0005A_150	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Green-Hughes, Sue	O0005A_151	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Greer, Helen	O0005A_026	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Griffin, Gregory	O0005A_281	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Groome, Malcolm	O0005A_158	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Gunderson, Kari	O0005A_032	From Form Letter O0005A: GC-01; WL-04 Letter Specific: WL-06
Hadcroft, James K.	O0005A_361	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Hagan, Donnie	O0005A_483	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hagar, Arthur	O0005A_108	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Hagerty, M.C.	O0005A_409	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hallmark, Jena	O0005A_038	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hanger, Susan	O0005A_286	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Harlib, Amy	O0005A_080	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Harmon, David	O0005A_209	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Harrie, Susan	O0005A_590	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Harris, Deborah	O0005A_264	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Harrison, David	O0005A_037	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Harty, Gail	O0005A_273	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hay, Sam	O0005A_203	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hayes, Sara	O0005A_473	From Form Letter O0005A: GC-01; WL-04 Letter Specific: SA-03; SA-12
Hegedus, Barbara	O0005A_145	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Helaudais, L.	O0005A_186	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Held-Warmkessel, Jeanne	O0005A_208	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Henry, Virginia	O0005A_003	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hernandez, Maria Celia	O0005A_559	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Herndon, Laura	O0005A_126	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hershey-Lear, Chandra	O0005A_163	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Herther, James	O0005A_153	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hesselink, Joanne	O0005A_180	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Higgins, Bruce	O0005A_535	From Form Letter O0005A: GC-01; WL-04 Letter Specific: SA-12
Hill, Cynthia	O0005A_205	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hill, Kathy	O0005A_171	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hipszky, Ginger	O0005A_354	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hirschhorn, Janet	O0005A_269	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hoaglin, David and Dianne	O0005A_542	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hoaglund, Judith	O0005A_278	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Hodges, Karen	O0005A_519	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hodie, Jake	O0005A_019	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Honigmann, Piper	O0005A_207	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Horner-Johnson, Adelia	O0005A_488	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Howard, Linda	O0005A_129	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hughes, Laurel	O0005A_144	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hunter, Kendra	O0005A_148	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Hylton, Steve	O0005A_280	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Illiano, Neil	O0005A_102	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Indyke, Linda	O0005A_105	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Jackson, N.	O0005A_502	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Jacoby, Barbara	O0005A_118	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Jagiello, Carol	O0005A_123	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Jahos, Ellen	O0005A_420	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
James, David	O0005A_364	From Form Letter O0005A: GC-01; WL-04 Letter Specific: PA-01; AL-02
James, Nancy	O0005A_253	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Jarvis, Marsha	O0005A_600	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Jenkins, Jacqueline	O0005A_265	From Form Letter O0005A: GC-01; WL-04 Letter Specific: WL-04
Jenkins, Rose	O0005A_199	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Jensen, CherieL	O0005A_103	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Johanson, Arne	O0005A_284	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Johnsen, Harold	O0005A_225	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Johnson, Cecilia	O0005A_359	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Johnson, G.G.	O0005A_250	From Form Letter O0005A: GC-01; WL-04 Letter Specific: BR-75; GC-01
Jones, Christine	O0005A_110	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Jones, Suzanne	O0005A_528	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Jorz, Martha	O0005A_408	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
K., Saran	O0005A_454	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
K.G.	O0005A_599	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kagan, David	O0005A_288	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kang, Betty	O0005A_521	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kaplan, Paulette	O0005A_367	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kappa, Rob	O0005A_567	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kapustka, Franklin	O0005A_244	From Form Letter O0005A: GC-01; WL-04 Letter Specific: NC-01
Karasek, Dorrt	O0005A_011	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kark, Pieter	O0005A_375	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kastel, Diane	O0005A_042	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Katten, D.C.	O0005A_494	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kellerman, Barbara	O0005A_342	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Kelley, Dorinda	O0005A_279	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kendall, Michael	O0005A_154	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Kenner, Kate	O0005A_228	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Khalil, Mary	O0005A_602	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kindel, Paul	O0005A_356	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
King, Jean	O0005A_366	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kinsey, Karolyn	O0005A_075	From Form Letter O0005A: GC-01; WL-04 Letter Specific: CL-01; CL-02
Kinzler, Kathleen	O0005A_606	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Kisor, Dave	O0005A_053	From Form Letter O0005A: GC-01; WL-04 Letter Specific: SA-03; NC-03
Knoll, Carolyn	O0005A_421	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Knoll, Kris	O0005A_326	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Knowlton, Elizabeth	O0005A_429	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kodet, Stefan	O0005A_051	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Koivisto, Ellen	O0005A_168	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kosowicz, Aleks	O0005A_299	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kothbauer, Helmut	O0005A_035	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kovalicky, Tom	O0005A_573	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Kraeszig, Mary	O0005A_248	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Kramer-Dodd, Gay	O0005A_391	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Krassenstein, Diane	O0005A_341	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Kurtz, Linda	O0005A_052	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
La Barre, Joanne	O0005A_417	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Laham, Pamela	O0005A_492	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Lamb, Elsie Wattson	O0005A_246	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Lamb, George	O0005A_610	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Lamb, Linda	O0005A_161	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Lambeth, Larry	O0005A_200	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Lange, Marlena	O0005A_338	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Lanskey, Marcus	O0005A_111	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Lapic, Jeffrey	O0005A_448	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
<i>Larimore, Reid</i>	O0005A_358	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Larson, Brig</i>	O0005A_114	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Lawson, Ken</i>	O0005A_272	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Lean, D.A.</i>	O0005A_099	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Leannah, Geralyn</i>	O0005A_335	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>LeBeau, Barry</i>	O0005A_506	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>LeCroy, Karen</i>	O0005A_183	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Ledesma, David</i>	O0005A_333	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Lehman, Cynthia</i>	O0005A_193	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Lehman, Loretta</i>	O0005A_427	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Leip, Rachel</i>	O0005A_382	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Leland, Lora</i>	O0005A_532	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Lesh, Terry</i>	O0005A_414	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Letendre, Michael</i>	O0005A_230	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Lettieri, Tammy</i>	O0005A_045	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Levitt, Michael</i>	O0005A_300	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Linda, Lauren</i>	O0005A_451	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Lindberg, Robert</i>	O0005A_310	From Form Letter O0005A: GC-01; WL-04 Letter Specific: NP-05; NP-12
<i>Lipscomb, Ashley</i>	O0005A_137	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Liska, Steve</i>	O0005A_188	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Litzsinger, Raymond</i>	O0005A_591	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Lloyd, A.A.</i>	O0005A_155	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
<i>Long, Kathryn</i>	O0005A_462	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Lonoff, Elizabeth</i>	O0005A_336	From Form Letter O0005A: GC-01; WL-04 Letter Specific: BR-75
<i>Lopez, Randy</i>	O0005A_233	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Lorig, Constance</i>	O0005A_227	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Loughbom, Diane</i>	O0005A_387	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Lowe, Patsy</i>	O0005A_540	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Lowery, Joanne</i>	O0005A_220	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Lozano, Luis</i>	O0005A_496	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>MacKelvie, Elizabeth</i>	O0005A_344	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>MacPherson, Michael</i>	O0005A_217	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Macraith, Bonnie</i>	O0005A_117	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Malyon, Ann</i>	O0005A_491	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
<i>Mann, Louise</i>	O0005A_166	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Mannchen, Brandt</i>	O0005A_287	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Marcel, Lorretta</i>	O0005A_598	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Marinaccio, Patricia</i>	O0005A_124	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Maris, Christina</i>	O0005A_431	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Martin, Benjamin</i>	O0005A_290	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
<i>Martin, Brenda</i>	O0005A_469	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Mathes, Sandra</i>	O0005A_565	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Mattthew, Antonia</i>	O0005A_142	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Maxedon, Ed</i>	O0005A_306	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
May, Lana	O0005A_536	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Maynard, Mary-Ellen	O0005A_259	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Mazzuca, Richard	O0005A_517	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
McAnulty, Rick	O0005A_472	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
McCall, Ann	O0005A_271	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
McCann, Ellen	O0005A_551	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
McCombs, Annie	O0005A_400	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
McDermott, Ruthann	O0005A_435	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
McDermott, Ruthann	O0005A_439	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
McGowan, Laura	O0005A_399	From Form Letter O0005A: GC-01; WL-04 Letter Specific: BR-75; GC-01
McHaney, Molly	O0005A_187	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
McKee, Lary	O0005A_085	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
McKelvie, Kevin	O0005A_470	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
McKeon, Renae	O0005A_407	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
McMahon, Carol	O0005A_457	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
McManus, Jill	O0005A_381	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
McManus, Mara	O0005A_395	From Form Letter O0005A: GC-01; WL-04 Letter Specific: SO-01
Meeks, Mark	O0005A_458	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Meredith, Lauren	O0005A_345	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Messina, Ronald	O0005A_525	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Michaels, Jr., Harry	O0005A_405	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Mieras, Dean	O0005A_480	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Milliken, Lynne	O0005A_594	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Mills, Ashea	O0005A_257	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Mills, Christina	O0005A_031	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Minn, Beverly	O0005A_572	From Form Letter O0005A: GC-01; WL-04 Letter Specific: WL-04
Mitchell, Bonnie	O0005A_443	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Mitchell, Donna Beth	O0005A_511	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Mo, T.	O0005A_450	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Montgomery, Carrie	O0005A_515	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Moore, Cheri	O0005A_224	From Form Letter O0005A: GC-01; WL-04 Letter Specific: PN-01
Moore, Janine	O0005A_294	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Moran, Ry	O0005A_320	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Morgan, Nancy	O0005A_024	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Morijah, Heather	O0005A_465	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Morrow, Penny	O0005A_177	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Mortier, John and Barbara	O0005A_468	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Moser, Rich	O0005A_552	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Mott, Donna	O0005A_021	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Moyer, Marcy	O0005A_362	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Mozal, Paul	O0005A_564	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Mueller, Elaine	O0005A_040	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Mueller, Terry	O0005A_197	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Muetz, Percy	O0005A_385	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Muller, Don	O0005A_548	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Naeve, Pam	O0005A_068	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Neff, Grace	O0005A_484	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Nelson, Joanne	O0005A_455	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Nelson, Pamela	O0005A_001	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Nichols, Carmen	O0005A_261	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Nichols, Stephen	O0005A_562	From Form Letter O0005A: GC-01; WL-04 Letter Specific: PN-01; AL-01; AL-02
Nieland, Tom	O0005A_560	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Nieson, M.	O0005A_377	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Nix, Robert	O0005A_461	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Nudi, Cana	O0005A_081	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
O'Neal, Carolyn	O0005A_041	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Oelker, Gregg	O0005A_379	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Ogella, Edith	O0005A_057	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Oldham, Kevin	O0005A_330	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Omaña, Marina	O0005A_449	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Orso, Karen	O0005A_347	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Osada, Barbara	O0005A_603	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Osborne, Martin	O0005A_047	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01, AL-02
Oster, Julie	O0005A_170	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Ott, Michael	O0005A_184	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Oxley, Rhonda	O0005A_112	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Padier, James G.	O0005A_348	From Form Letter O0005A: GC-01; WL-04 Letter Specific: BR-75
Padovan, Patrick	O0005A_101	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Page, Roberta	O0005A_447	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Palla, Paul	O0005A_487	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Panciocco, Sammia	O0005A_176	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Parker III, Gordon	O0005A_317	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Paulus, Jill	O0005A_514	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Peach, Hugh	O0005A_318	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Peardot, Wendy	O0005A_304	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Pellett, Ocean	O0005A_415	From Form Letter O0005A: GC-01; WL-04 Letter Specific: PN-01; AL-01; AL-02
Perlette, John	O0005A_222	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Perryman, Toddy	O0005A_386	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Peters, Thom	O0005A_249	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Peterson, Alan	O0005A_172	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Petzak, Jamaka	O0005A_569	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Phillips, Marie-Anne	O0005A_195	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Pierson, Carolyn Clark	O0005A_214	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Pilholski, Frank	O0005A_064	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Pinkham-Salt, Debbie	O0005A_115	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Pino, Dolores	O0005A_401	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Platt, Penny	O0005A_589	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Polekoff, Aimee	O0005A_002	From Form Letter O0005A: GC-01; WL-04 Letter Specific: PN-01

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Poole, Diane	O0005A_452	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Pooler, Carole	O0005A_067	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Post, Lara	O0005A_507	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Poten, Constance	O0005A_013	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Potts, Randall	O0005A_139	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Pounds, Jim	O0005A_221	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Pribanic, Carl	O0005A_365	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
PROTECT ALL THINGS WILD & WONDERFUL	O0005A_125	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Putrich, Steve	O0005A_018	From Form Letter O0005A: GC-01; WL-04 Letter Specific: WL-06
Quackenbush, Shanna	O0005A_394	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Querner, Kathleen	O0005A_516	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Rahbari, Carol	O0005A_576	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Ramaker, Julianne	O0005A_463	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Randall, MaryRose	O0005A_307	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Ranstrom, Patricia	O0005A_204	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Rawl, Mary	O0005A_094	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Raymond, Wendy	O0005A_293	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Reider, Shirley	O0005A_162	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Reilly, Mary	O0005A_477	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Reiser, Victoria	O0005A_583	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Ricketts, Carolyn	O0005A_275	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Robinson, D.	O0005A_191	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02; CI-01

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
<i>Robinson, David</i>	O0005A_004	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Rodriguez, Susan</i>	O0005A_130	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Rolf, Linda</i>	O0005A_223	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
<i>Ross, Linda</i>	O0005A_384	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Ross, William A.</i>	O0005A_076	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Rowell, Mary</i>	O0005A_579	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Rowell, Patricia</i>	O0005A_329	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Rozelle, Allen</i>	O0005A_557	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
<i>Ruder, Cynthia</i>	O0005A_147	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>S., C.</i>	O0005A_498	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>S., Mayme</i>	O0005A_340	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Sachs, Stephen</i>	O0005A_497	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Sadow, Jean</i>	O0005A_520	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Sale, Alexandra</i>	O0005A_410	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Sanfilippo, Nicole</i>	O0005A_597	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Sanford, Timothy</i>	O0005A_566	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Schaming, Carol</i>	O0005A_577	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Scharin, Lisa</i>	O0005A_030	From Form Letter O0005A: GC-01; WL-04 Letter Specific: PN-01; AL-02; WL-06
<i>Schilling, Francis</i>	O0005A_534	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Schindele, Paulette</i>	O0005A_436	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Schlesinger, Sybil</i>	O0005A_119	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Schlänger, Henry</i>	O0005A_189	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Schmidt, Malgo	O0005A_234	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Schmidt, Stephen	O0005A_430	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Schmitt, Jim	O0005A_282	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Schubert, Gaia	O0005A_360	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Schulte, Richard	O0005A_424	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Schweiger, Nancy	O0005A_466	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Schweizer, Scott	O0005A_219	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Scott, Bennie	O0005A_437	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Scott, Jeanie	O0005A_541	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Seather, Linda	O0005A_538	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Segal, Terry	O0005A_357	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Selch, Ruthie	O0005A_539	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Serra, Dawn	O0005A_301	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Shafransky, Paula	O0005A_276	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Shapiro, Denise	O0005A_082	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Shirey, William	O0005A_592	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Sigmann, Peter	O0005A_352	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Simms, Jr. Herman S.	O0005A_059	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Simon, Gregg	O0005A_066	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Sklar, Michael	O0005A_545	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Sleeper, Stephen	O0005A_196	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Slezak-Fritz, Joan	O0005A_063	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

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Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
<i>Smario-Johnson, Judy</i>	O0005A_274	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Smith, Betty Lee</i>	O0005A_518	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
<i>Smith, Charles</i>	O0005A_346	From Form Letter O0005A: GC-01; WL-04 Letter Specific: WL-04
<i>Smith, Deborah</i>	O0005A_582	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Smith, Jeffrey</i>	O0005A_133	From Form Letter O0005A: GC-01; WL-04 Letter Specific: SA-08
<i>Snavely, Marie</i>	O0005A_446	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Snope, David</i>	O0005A_593	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Snyder, Brad</i>	O0005A_339	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Sorenson-Kapica, Linda</i>	O0005A_065	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Spanski, Linda</i>	O0005A_138	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Sparks, John</i>	O0005A_608	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Spencer, Gayle</i>	O0005A_216	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>St Clair, Laura</i>	O0005A_388	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>St. John, Aaron</i>	O0005A_202	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Stanberry, Beth</i>	O0005A_285	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Stansbury, Katherine Anne</i>	O0005A_023	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Stark, Eileen</i>	O0005A_522	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Steele, William</i>	O0005A_434	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Stein, Anna</i>	O0005A_609	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Sternberg, Rachel</i>	O0005A_493	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Stocker, Janice M.</i>	O0005A_095	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Stocker, Michael</i>	O0005A_474	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
<i>Stocker, Thomas J.</i>	O0005A_090	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Stone, Barbara</i>	O0005A_513	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Stracka, Gemma</i>	O0005A_406	From Form Letter O0005A: GC-01; WL-04 Letter Specific: PN-01
<i>Strailey, Faith</i>	O0005A_241	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Stringham, Deb</i>	O0005A_266	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Sullivan, Robert</i>	O0005A_239	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
<i>Summers, Robert</i>	O0005A_167	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
<i>Sutherland, Shari</i>	O0005A_297	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
<i>Swanson, Rebecca</i>	O0005A_392	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Swem, Earl Gregg</i>	O0005A_255	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Takatsch, Julie</i>	O0005A_374	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Tchelka, Annette</i>	O0005A_012	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Teders, Fran</i>	O0005A_157	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Tegtmeier, Mary</i>	O0005A_034	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>ten Hulzen, Kalinke</i>	O0005A_587	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Thaw, Karen</i>	O0005A_008	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Thaw, Karen</i>	O0005A_508	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Thielen, Joanne</i>	O0005A_311	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Thompson, T.J.</i>	O0005A_476	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
<i>Thorn, Debbie</i>	O0005A_062	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Tillery, Patricia</i>	O0005A_073	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Tornatore, James</i>	O0005A_104	From Form Letter O0005A: GC-01; WL-04 Letter Specific: BR-75; GC-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Troland, Mary	O0005A_218	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Trudeau, Stephanie	O0005A_495	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Tulys, Walter	O0005A_558	From Form Letter O0005A: GC-01; WL-04 Letter Specific: PA-01
Tussing, Katharine	O0005A_198	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Van Ness, Lynne	O0005A_316	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
van Ryn, Audrey	O0005A_411	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Van Zee, Ali	O0005A_334	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Vanacore, Vince And Sandi	O0005A_383	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Vandiver, Diane	O0005A_143	From Form Letter O0005A: GC-01; WL-04 Letter Specific: BR-75; AL-02
Vatter, Sherry	O0005A_478	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Vileisis, Ann	O0005A_043	From Form Letter O0005A: GC-01; WL-04 Letter Specific: WL-06
Vincent, Joseph	O0005A_134	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Vogt, Susan	O0005A_146	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Volkman, Marian	O0005A_296	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Wade, Barbara	O0005A_156	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Wahlberg, Zarah	O0005A_438	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Walker, Jerome	O0005A_390	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Walker, Madeleine	O0005A_083	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Walters, Julia	O0005A_426	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
Waltman, Karen	O0005A_323	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02; PA-01
Ward, Diana	O0005A_069	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Warner, Thomas	O0005A_194	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
Waterworth, P.D.	O0005A_009	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Watson, Vicki	O0005A_523	From Form Letter O0005A: GC-01; WL-04 Letter Specific: BR-75
Wearne, Sandra	O0005A_584	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Webster, Stuart	O0005A_283	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Wellin, Paul	O0005A_089	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Wells, Marjorie	O0005A_490	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Wemer, Kim	O0005A_328	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
West, Kevin	O0005A_039	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Westervelt, Susan	O0005A_007	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Whipple, Kris	O0005A_292	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
White, Ann	O0005A_456	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Whiteman, Joseph	O0005A_459	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Whiting, Hollis	O0005A_442	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Whitman, Rick	O0005A_607	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Wilkas, Mary	O0005A_376	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Willey, Hermine	O0005A_263	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Williams, Diane	O0005A_595	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Williams, Marcia	O0005A_178	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Wilson, William	O0005A_588	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Wimmer, Martin	O0005A_232	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
Wirth, Mark	O0005A_140	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02
Woodall, Sandra	O0005A_453	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02

Table A-4. Directory of Comments

Name	Submittal ID	Comment Response ID(s)
Wilderness Watch (Form Letter - Edited)		
<i>Woods, Janus</i>	O0005A_475	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Wunderlich, Andrea</i>	O0005A_077	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Wyberg, Bryan</i>	O0005A_169	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Xavier, Marjorie</i>	O0005A_015	From Form Letter O0005A: GC-01; WL-04 Letter Specific: WL-06
<i>Xavier, Marjorie</i>	O0005A_574	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Yasenchak-Votta, Janet</i>	O0005A_555	From Form Letter O0005A: GC-01; WL-04 Letter Specific: PA-01
<i>Yermak, Iris & Patty</i>	O0005A_312	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-02; MT-05
<i>Yermak, Iris & Patty</i>	O0005A_314	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Young, Dena Maguire</i>	O0005A_553	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Young, Ed</i>	O0005A_049	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01; WL-04
<i>Zeiger-May, Gretchen</i>	O0005A_132	From Form Letter O0005A: GC-01; WL-04 Letter Specific: AL-01; AL-02
<i>Zemel, Andrea</i>	O0005A_136	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01; BR-73
<i>Zenker, Rev. Elizabeth</i>	O0005A_402	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Ziehm, Debrah</i>	O0005A_092	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01
<i>Zimmerman, Anne</i>	O0005A_071	From Form Letter O0005A: GC-01; WL-04 Letter Specific: GC-01

A.1.2.2 Public/Agency Comments

All comment submittals are organized numerically by Submittal Identification Number into six sections:

- A is Agency comments in order by Identifier ID Number (Section A.1.2.2.1)
- E is Elected Official submittals in order by Identifier ID Number (Section A.1.2.2.2)
- T is Tribal comment in order by Submittal ID number (Section A.1.2.2.3)
- O is Organization comments in order by Identifier ID Number (Section A.1.2.2.4)
- I is Individual/Private Citizen comments in order by Identifier ID Number (Section A.1.2.2.5)
- PH is comments submitted by one of the above-noted Submittal IDs via verbal testimony at one of the public hearings; these are located in the Public Hearing Transcripts located in Section A.1.2.2.6.

A.1.2.2.1 Agency Comments

A0001



Serving the Cities and Counties of Coastal Georgia since 1964

March 19, 2018

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

RE: Continued Support of
Spaceport Camden

Dear Ms. Zee:

The Coastal Regional Commission Council unanimously passed a Resolution in support of Spaceport Camden on November 10, 2015.

Our Council is comprised of elected officials and non-public representatives from the counties of Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh, and Screven.

The Council still believes that the development of a Spaceport in Camden County will ultimately benefit our entire coastal Georgia Region and we strongly continue our support for the development of Spaceport Camden. Should you have any questions or like to discuss this, I can be reached at (912) 437-0810 or aburns@crc.ga.gov.

Sincerely,

Allen Burns
Executive Director

AB/ch

A0001

Resolution

Whereas, it is the belief of the Coastal Regional Commission Council that the formation of a Spaceport in Camden County, Georgia will encourage economic development, increase tax base, and promote employment; and

Whereas, commercial space is an emerging industry for the State of Georgia and the global space economy is three hundred plus billion dollars; as well as Georgia Tech graduates more than 200 aerospace students each year who have strong interests in space systems, engineering, and space science; and

Whereas, the Coastal Regional Commission Council understands the inherent viability of a spaceport site within Camden County due to its rural location and undeveloped buffer zone; and

Whereas, the Coastal Regional Commission Council desires to be a strong supporter and advocate in the efforts of pursuing a Spaceport in Camden County,

Now therefore, be it resolved, that the Coastal Regional Commission Council hereby supports the efforts of Camden County in pursuit of a Spaceport.

Adopted this 10th day of November, 2015.



By:

Thomas J. Ratcliffe, Jr.
Thomas J. Ratcliffe, Jr. Chairman

Attest

Allen Burns
Allen Burns, Executive Director

Final Environmental Impact Statement

Spaceport Camden

A0002



MARK WILLIAMS
COMMISSIONER

DOUG HAYMANS
DIRECTOR

April 9, 2018

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

Mr. Steve Howard
Camden County Board of commissioners
P.O. Box 99
Woodbine, Georgia 31569

RE: Federal Consistency Review: Spaceport Camden DEIS, Camden County Launch Site Operator License, Notice of Incomplete Submission and Request for Additional Information

Dear Ms. Zee and Mr. Howard:

Staff of the Georgia Coastal Management Program (GCMP, The Program) is reviewing the Federal Consistency Determination for Spaceport Camden (June 2017), received June 20, 2017, and the Draft Spaceport Camden Environmental Impact Statement (March 2018), received March 13, 2018. Both are being reviewed in accordance with 15 CFR 930 Subpart D: Consistency for Activities Requiring a Federal License or Permit. The GCMP 6-month review period begins on the date the consistency certification and all necessary data and information have been received [15 CFR 930.60(a)]. The necessary data and information includes a copy of the Federal Aviation Administration (FAA) application for a Launch Site Operators License, completed state permit applications required for the activity, and a description of the proposed activity that is detailed enough to identify reasonably foreseeable impacts to coastal uses and resources, among other items [15 CFR 930.58(a)]. Coastal uses and resources include, but are not limited to, public access, recreation, fishing, scenic and aesthetic enjoyment, and tidal wetlands [15 CFR 930.11(b)].

The Program has informed the applicant, Camden County, that the June 20, 2017 Federal Consistency Determination for Spaceport Camden did not contain all the necessary data and

A0002

Spaceport Camden
April 9, 2018
Page 2

information to begin formal review¹. The applicant and/or agents for the applicant assured that the June 20, 2017 consistency determination (CD) was a draft working document and that a final CD would be submitted in the future². As of March 13, when the draft environmental impact statement (DEIS) was received, The Program had not received an updated CD and now assumes one is not forthcoming.

This notice of incomplete submission is in accordance with 15 CFR 930.60(a)(2) and serves as a request for additional information that will allow The Program to begin the 6-month review once the following items are received:

- 1) Copy of FAA Launch Site Operators License application:
 - a. The DEIS states that the County intends to apply to FAA for a Launch Site Operators License³. Has Camden County officially applied for the FAA permit? If so, submit application package. If not, provide anticipated timeframe for application.
- 2) Coastal Marshlands Protection Act (CMPA) permit application for use of Floyd Creek dock
 - a. The DEIS states that the existing deep water dock on Floyds Creek may be used during construction or for the return of first stages landed on barges⁴. It also states that the County is aware that the dock cannot be used for these proposed commercial uses until a CMPA permit is obtained. Submit CMPA application package or remove all references to this dock from the DEIS and identify an alternative barge landing site that is already authorized for commercial activities.
- 3) Request to exclude the public from tidal marshlands and/or waterbottoms
 - a. The DEIS states that the 2,800 acres of tidal marshlands associated with the Union Carbide property, and potentially the approximately 7,000 acres of tidal marshlands associated with the Bayer CropScience property, would be used as a buffer to ensure public safety⁵. It also states that regular security patrols would be established to maintain access control for the site perimeter without fencing⁶. Clarify the timeframes in which the public would be excluded from these tidally-influenced areas. Would it be only during hazard area closures associated with launch and pre-launch activities or on a more permanent basis? Note that the State of Georgia presumes ownership over all tidally-influenced areas unless a State or Crown Grant has been validated through the Attorney General's Office. If the applicant is asserting that portions of tidal waterways and marsh associated with these

LC-01

PA-22

PA-21

¹ July 13, 2017 correspondence from Kelie Moore to Charles Ezelle; July 25, 2017 correspondence from Kelie Moore to Steve Howard; August 7, 2017 meeting with DNR, applicant and FAA; August 8, 2017 correspondence from Kelie Moore to Andrew Nelson; and March 13, 2018 correspondence from Kelie Moore to Stacey Zee.

² August 7, 2017 correspondence from Andrew Nelson to Kelie Moore and October 2, 2017 correspondence from Charles Ezelle to Clay Montague

³ Chapter 1 Page 1 Line 14

⁴ Chapter 1 Page 7 Line 6, Chapter 2 Page 2 Line 32, Chapter 2 Page 16 Line 1, Chapter 2 Page 36 Line 10, Chapter 2 Page 37 Line 19, and other references

⁵ Chapter 2 Page 2 Line 11

⁶ Chapter 2 Page 17 Line 4 Footnote 16

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Spaceport Camden
April 9, 2018
Page 3

properties are currently held in private ownership via a grant, submit a validated chain of title and/or supporting documents. Note that grants to tidal lands remain subject to jus publicum rights, or the public right of access, and owners of private marshland may not exclude the public from such lands or waterways without additional express authorization from the State. The form of such authorization, whether that be for a discrete Marine Event for occasional closure or for a broader and more permanent exclusion of the public, will be determined once additional information is submitted.

- 4) Additional specificity about the hazard area closures so as to be able to determine their reasonably foreseeable impacts to public access, recreation, fishing, and scenic and aesthetic enjoyment. GIS analysis of Exhibit 2.1-10 and Exhibit 1.2-11, Representative Trajectory (83 Degree and 115 Degree) with Hazard and Closure Areas, indicates that up to 6+ miles of beach, up to 25+ square miles of marshlands, up to 170+ square miles of waterways, and an unknown number of square miles of ocean may be closed to public use up to 20% of the days each year. Closures could occur up to 12 times per year for a 12-hour launch in the large closure areas listed above, as well as up to 12 time per year for a 3-hour wet dress rehearsal and up to 12 more times per year for a 3-hour static fire engine test in a 2-mile radius of the launch site⁷. Each of these 36 events would have back-up dates⁸ in case of malfunction, abort, weather, technical issues, etc., which equates to 72 events or nearly 20% of 365 days/year.
- a. Staff with GCMP and other Georgia Department of Natural Resources' Divisions met with the applicant and FAA representatives on August 8, 2017 to discuss information, or lack thereof, submitted in the draft CD on June 20, 2017 that would require additional clarification. Many of the items discussed are enumerated in a July 20, 2017 memo at DEIS Appendix A Pages A-430 to A-433. Most of the 10 considerations listed focus on the closure areas and how public usage would be affected. The Program asked the applicant to develop a Site Security Plan that would set general standards/conditions/best management practices (BMPs) that would in turn serve to guide Individual Security Plans subsequently developed between Camden County and individual launch operators. The County was asked to contact existing space ports to determine the various methods, etc. they used to evacuate the public from adjacent public waters or lands and the notification procedures for closure areas. Submission of a broad Site Security Plan would provide enough specificity so that The Program could determine the reasonably foreseeable impacts to public use of the closure areas and determine whether or not the proposed BMPs, etc. adequately mitigate for these impacts.
- 5) Modified FAA Launch Site Operators License application:
- a. The Program's July 20, 2017 considerations memo outlines some conditions which, if adopted into the applicant's FAA application package, might allow The Program to concur with the applicant's CD in accordance with 15 CFR 930.4(a). The

PA-21

SA-24

MT-05

⁷ Chapter 2 Page 31 Line 33.

⁸ Chapter 2 Page 27 Line 17

A0002

Spaceport Camden

April 9, 2018

Page 4

considerations were addressed by the FAA in the DEIS at the various sections outlined in DEIS Appendix A Page A-434, but are in the form of recommendations rather than concrete proposed actions by the applicant. The Program would like to work with the FAA and applicant to develop a more complete list of specifications or conditions which, if agreed to during the 6-month review and included in the FAA's approval, would allow full concurrence.

MT-05

We look forward to having additional discussions with Camden County once we receive the above requested information and we are available to assist with any questions they may have beforehand. Please feel free to call (912.262.2334) or email (Kelie.Moore@dnr.ga.gov) if I can be of any further assistance.

Sincerely,



Kelie Moore

Federal Consistency Coordinator

Coastal Management Program

cc: Charles Ezelle, Thomas and Hutton, via email
Kevin Akstulewicz, Leidos, via email
Andrew Nelson, Nelson Aerospace Consulting Associates, via email

Final Environmental Impact Statement

Spaceport Camden

A0002

Moore, Kelie

From: Moore, Kelie
Sent: Thursday, July 13, 2017 4:09 PM
To: 'Ezelle, Charles'
Cc: Utsey, Tara D.; Akstulewicz, Kevin D.; Steve Howard; Andrew Nelson (aanelson2@gmail.com); Burgess, Karl; Lee, Jason; Dodd, Mark; George, Clay
Subject: RE: Spaceport Camden County - Coastal Consistency Determination (CCD) submittal to Georgia Dept. Natural Resources CZMP
Attachments: Spaceport Camden EIS - January 2017 Update; 20170614_SCC Final CCD_V2-reduced.pdf

The FAA website (supplied by Stacey Zee's attached email) is still saying contact Leidos.com for information about the DEIS. Is the DEIS completed yet? Has Section 7 consultation been completed with FWS and NMFS? If not, it may have been premature to have submitted your consistency determination June 20th. Please note that the Georgia Coastal Management Program will be reviewing this proposed action under Subpart D of the federal consistency regulations (15 CFR 930.50 et seq) for activities requiring a federal license or permit rather than under Subpart C of the federal consistency regulations (15 CFR 930.30 et seq.) for federal agency activities and will have . The Necessary Data and Information (15 CFR 930.58) for this project includes conservation measures and/or terms and conditions resulting from USFWS and NMFS Section 7 Consultations so that we can determine if these measures mitigate reasonably foreseeable impacts to Georgia's endangered wildlife (O.C.G.A. 27-3-130). In accordance with 15 CFR 930.60, this e-mail serves as notification that we cannot begin our 6-month review until all necessary data and information have been submitted. Please feel free to contact me if you have questions.

Kelie Moore
Federal Consistency Coordinator
Coastal Resources Division
(912) 264-7218 | (912) 262-2334
[Follow us in Facebook](#)
[Buy a fishing license today!](#)

A division of the
GEORGIA DEPARTMENT OF NATURAL RESOURCES

From: Ezelle, Charles [mailto:ezelle.c@thomasandhutton.com]
Sent: Tuesday, June 20, 2017 8:52 AM
To: Moore, Kelie <Kelie.Moore@dnr.ga.gov>
Cc: Utsey, Tara D. <TARA.D.UTSEY@leidos.com>; Akstulewicz, Kevin D. <KEVIN.D.AKSTULEWICZ@leidos.com>; Steve Howard <showard@co.camden.ga.us>; Andrew Nelson (aanelson2@gmail.com) <aanelson2@gmail.com>
Subject: Spaceport Camden County - Coastal Consistency Determination (CCD) submittal to Georgia Dept. Natural Resources CZMP

Ms. Moore:

I am writing to follow up on our phone call on Monday June 19th. On behalf of Camden County (applicant) please see attached Spaceport Camden County Coastal Consistency Determination document submittal to the Georgia Dept. Of Natural Resources.

Please review and let us know when we may set up a time to coordinate and respond.

Sincerely,
Charles

CHARLES EZELLE, PE | Principal/Regional Director
THOMAS & HUTTON

Final Environmental Impact Statement

Spaceport Camden

A0002

■ 912-466-0536 ■ 912-667-0850
e ezelle.c@thomasandhutton.com
a 1503 Newcastle St., Suite A | Brunswick, GA 31520
[vCard](#) | [Website](#) | [LinkedIn](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

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From: Akstulewicz, Kevin D. [<mailto:KEVIN.D.AKSTULEWICZ@leidos.com>]

Sent: Wednesday, June 14, 2017 1:28 PM

To: Ezelle, Charles <ezelle.c@thomasandhutton.com>; Steve Howard <showard@co.camden.ga.us>; Andrew Nelson (aanelson2@gmail.com) <aanelson2@gmail.com>

Cc: Utsey, Tara D. <TARA.D.UTSEY@leidos.com>

Subject: RE: SCC- Final Coastal Consistency Determination (CCD)

Please also note to provide us with any correspondence with GDNR regarding the CCD so that we can add it to the Administrative Record and include it in the Draft EIS. The CCD POC for the GDNR is:

Kelie Moore
Coastal Zone Management Program
Department of Natural Resources
One Conservation Way, Suite 300
Brunswick, GA 31520
(912) 262-2334
kelie.moore@dnr.ga.gov

Please contact me with any questions you may have in this regard.

Thanks,

Kevin D. Akstulewicz | Leidos
Infrastructure Planning & Management Division
Sr. Environmental Project Manager
7808 Beckett Ridge Ct.
Powell, TN 37849
phone: 865.300.0612
akstulewiczk@leidos.com | leidos.com/infrastructure



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A0002

Moore, Kelie

From: Moore, Kelie
Sent: Tuesday, July 25, 2017 9:24 AM
To: 'Steve Howard'
Cc: Burgess, Karl
Subject: RE: Spaceport Camden County - Coastal Consistency Determination (CCD) submittal to Georgia Dept. Natural Resources CZMP
Attachments: CMPA Permit 593 Aventis.pdf; CMPPApplication.pdf

Good Morning Steve:

A Coastal Marshlands Protection Act (CMPA) permit is required to use the existing dock on Floyd Creek. The existing use is restricted to recreational use by Aventis employees and does not allow commercial use for launch barges returning first stages. Please see attached existing permit for the dock, specifically Special Condition 1: "*The facility is for recreational use only. Any change in use will require a modification of this permit*". Additionally, a 2013 inspection indicates that portions of the existing dock are not serviceable and authorization may be required to maintain the structure. This new CMPA application is part of the Necessary Data and Information required under 15 CFR 930.58(a)(2). We will also need a copy of the FAA application per 15 CFR 930.58(a)(1) and consistency certification per 15 CFR 930.58(a) described at 15 CFR 930.57(b). We are available to meet with you to discuss this process and answer any questions you may have. Thank you.

Kelie Moore
Federal Consistency Coordinator
Coastal Resources Division
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From: Steve Howard [mailto:steve.howard.admin@camdencountyga.gov]
Sent: Thursday, July 13, 2017 4:16 PM
To: Moore, Kelie <Kelie.Moore@dnr.ga.gov>; Ezelle, Charles <ezelle.c@thomasandhutton.com>; Stacey.Zee@faa.gov; Kevin <KEVIN.D.AKSTULEWICZ@leidos.com>
Cc: Utsey, Tara D. <TARA.D.UTSEY@leidos.com>; Akstulewicz, Kevin D. <KEVIN.D.AKSTULEWICZ@leidos.com>; Steve Howard <steve.howard.admin@camdencountyga.gov>; Andrew Nelson (aanelson2@gmail.com)
<aanelson2@gmail.com>; Burgess, Karl <Karl.Burgess@dnr.ga.gov>; Lee, Jason <Jason.Lee@dnr.ga.gov>; Dodd, Mark <Mark.Dodd@dnr.ga.gov>; George, Clay <Clay.George@dnr.ga.gov>
Subject: Re: Spaceport Camden County - Coastal Consistency Determination (CCD) submittal to Georgia Dept. Natural Resources CZMP

Stacey & Kevin,

Please see comments provided below from Kelie Moore. Thanks Steve

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

1

A0002

From: "Moore, Kelie" <Kelie.Moore@dnr.ga.gov>
Date: 7/13/17 4:09 PM (GMT-05:00)
To: "Ezelle, Charles" <ezelle.c@thomasandhutton.com>
Cc: "Utsey, Tara D." <TARA.D.UTSEY@leidos.com>, "Akstulewicz, Kevin D." <KEVIN.D.AKSTULEWICZ@leidos.com>, Steve Howard <steve.howard.admin@camdencountyga.gov>, Andrew Nelson (aanelson2@gmail.com) <aanelson2@gmail.com>, "Burgess, Karl" <Karl.Burgess@dnr.ga.gov>, "Lee, Jason" <Jason.Lee@dnr.ga.gov>, "Dodd, Mark" <Mark.Dodd@dnr.ga.gov>, "George, Clay" <Clay.George@dnr.ga.gov>
Subject: RE: Spaceport Camden County - Coastal Consistency Determination (CCD) submittal to Georgia Dept. Natural Resources CZMP

The FAA website (supplied by Stacey Zee's attached email) is still saying contact Leidos.com for information about the DEIS. Is the DEIS completed yet? Has Section 7 consultation been completed with FWS and NMFS? If not, it may have been premature to have submitted your consistency determination June 20th. Please note that the Georgia Coastal Management Program will be reviewing this proposed action under Subpart D of the federal consistency regulations (15 CFR 930.50 et seq) for activities requiring a federal license or permit rather than under Subpart C of the federal consistency regulations (15 CFR 930.30 et seq.) for federal agency activities and will have . The Necessary Data and Information (15 CFR 930.58) for this project includes conservation measures and/or terms and conditions resulting from USFWS and NMFS Section 7 Consultations so that we can determine if these measures mitigate reasonably foreseeable impacts to Georgia's endangered wildlife (O.C.G.A. 27-3-130). In accordance with 15 CFR 930.60, this e-mail serves as notification that we cannot begin our 6-month review until all necessary data and information have been submitted. Please feel free to contact me if you have questions.

Kelie Moore
Federal Consistency Coordinator
Coastal Resources Division
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From: Ezelle, Charles [<mailto:ezelle.c@thomasandhutton.com>]
Sent: Tuesday, June 20, 2017 8:52 AM
To: Moore, Kelie <Kelie.Moore@dnr.ga.gov>
Cc: Utsey, Tara D. <TARA.D.UTSEY@leidos.com>; Akstulewicz, Kevin D. <KEVIN.D.AKSTULEWICZ@leidos.com>; Steve Howard <showard@co.camden.ga.us>; Andrew Nelson (aanelson2@gmail.com) <aanelson2@gmail.com>
Subject: Spaceport Camden County - Coastal Consistency Determination (CCD) submittal to Georgia Dept. Natural Resources CZMP

Ms. Moore:

I am writing to follow up on our phone call on Monday June 19th. On behalf of Camden County (applicant) please see attached Spaceport Camden County Coastal Consistency Determination document submittal to the Georgia Dept. Of Natural Resources.

Please review and let us know when we may set up a time to coordinate and respond.

Sincerely,
Charles

CHARLES EZELLE, PE | Principal/Regional Director
THOMAS & HUTTON
p 912-466-0536 m 912-667-0850
e ezelle.c@thomasandhutton.com
o 1503 Newcastle St.; Suite A | Brunswick, GA 31520

Final Environmental Impact Statement

Spaceport Camden

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From: Akstulewicz, Kevin D. [<mailto:KEVIN.D.AKSTULEWICZ@leidos.com>]
Sent: Wednesday, June 14, 2017 1:28 PM
To: Ezelle, Charles <ezelle.c@thomasandhutton.com>; Steve Howard <sHoward@co.camden.ga.us>; Andrew Nelson <aanelson2@gmail.com> <aanelson2@gmail.com>
Cc: Utsey, Tara D. <TARA.D.UTSEY@leidos.com>
Subject: RE: SCC- Final Coastal Consistency Determination (CCD)

Please also note to provide us with any correspondence with GDNR regarding the CCD so that we can add it to the Administrative Record and include it in the Draft EIS. The CCD POC for the GDNR is:

Kelie Moore
Coastal Zone Management Program
Department of Natural Resources
One Conservation Way, Suite 300
Brunswick, GA 31520
(912) 262-2334
kelie.moore@dnr.ga.gov

Please contact me with any questions you may have in this regard.

Thanks,

Kevin D. Akstulewicz | Leidos
Infrastructure Planning & Management Division
Sr. Environmental Project Manager
7808 Beckett Ridge Ct.
Powell, TN 37849
phone: 865.300.0612
akstulewiczk@leidos.com | leidos.com/infrastructure



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Final Environmental Impact Statement

Spaceport Camden

A0002

Moore, Kelie

From: Moore, Kelie
Sent: Tuesday, August 08, 2017 9:25 AM
To: 'Andrew Nelson'
Cc: Ezelle, Charles; Steve Howard; Burgess, Karl; Andrews, Jill; Woodward, Spud; 'Stacey.Zee@faa.gov'; Lee, Jason
Subject: RE: Meeting Follow Up - Spaceport Camden CCD
Attachments: RE: Spaceport Camden County - Coastal Consistency Determination (CCD) submittal to Georgia Dept. Natural Resources CZMP; FAA Camden Spaceport Issues List 072017.pdf

Thank you (and everyone) for their participation yesterday. It was very helpful for us to better understand the scope of the project and where you are in the various stages of planning and permitting.

A link to Georgia's Coastal Management Program Document is located on CRD's website (<http://coastalgadnr.org>) under the Coastal Management box at <http://coastalgadnr.org/GCMPPProgramDocuments>.

A link to the Enforceable Policies and other guidance documents is located under the Marsh and Shore Permits box at <http://coastalgadnr.org/FederalConsistencyCRD>

Federal regulations outlining the federal consistency process and content for this federal license can be found at 15 CFR 930 Subpart D (15 CFR 930.50 – 930.66), but general information and definitions are applicable (930.1 – 930.11) as is Subpart H appeals (930.120 – 930.153). Commencement of our official 6-month review is described under 15 CFR 930.60. Charles Ezelle's June 20th submission was incomplete as described in the attached July 13th email, but we appreciate your early coordination and it will allow this process to run more smoothly. The Necessary Data and Information (15 CFR 930.58) that needs to be submitted before a Federal Consistency Certification is considered complete includes a copy of the FAA application [refer to 930.58(a)(1)]. We have been coordinating with FAA (Stacey Zee) for many months and will continue that coordination.

Timeline-wise, if you prefer not to wait until Section 7 Consultation is completed with FWS and/or NMFS to determine what mitigative measures they incorporate into the FAA permit to avoid/reduce potential impacts to protected species before you submit your final federal consistency certification, you may voluntarily adopt measures recommended by DNR. I put together a quick summary after my initial review of Charles' June 20th submission (attached). Note that any required State permits/permission must be obtained before we can concur that the project is consistent with Georgia's coastal management program, which is needed before the FAA can issue their permit. As we heard in yesterday's meeting, some of the information contained in this submission may not have been concise regarding trajectories and closure areas, so we will likely have additional comments and questions regarding your updated submission as we continue our review. Again, thank you for your time yesterday and we look forward to helping ensure your proposed project minimizes reasonably foreseeable impacts to Georgia's coastal uses and resources.

Kelie Moore
Federal Consistency Coordinator
Coastal Resources Division
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From: Andrew Nelson [mailto:aanelson2@gmail.com]
Sent: Monday, August 07, 2017 4:55 PM
To: Moore, Kelie <Kelie.Moore@dnr.ga.gov>
Cc: Ezelle, Charles <ezelle.c@thomasandhutton.com>; Steve Howard <showard@co.camden.ga.us>
Subject: Meeting Follow Up - Spaceport Camden CCD

Dear Kelie -

Thank you again for the information in the call today re: the data you would like to see in the future submittal of an updated coastal consistency determination document.

I look forward to receiving your email with the links to the specific items required for the document. From our discussions today it sounds like we have all the relevant information in various reports from efforts already performed for the project, so I hope it should be a quick assemblage of the missing materials, and some clarifications to the document. If you have any specific comments you would like to forward to us, please feel free.

I look forward to trying to get the document back to you for an additional pre-application review / coordination in the next few weeks or month, so as to ensure when it is officially submitted, it does not raise too many questions.

With kindest regards,

Andrew

Andrew Nelson
President
Nelson Aerospace Consulting Associates
Space-focused Consultant to Spaceport Camden
+1-617-899-8873 (cell)

A0002



MARK WILLIAMS
COMMISSIONER

A.G. 'SPUD' WOODWARD
DIRECTOR

The County proposes to construct and operate a commercial space launch site on approximately 400 acres of an existing 11,800-acre industrial site commonly known as the Union Carbide and Bayer CropScience site adjacent to Floyd and Todd Creeks in Camden County.

Construction:

Construction activities include four new facilities and their associated infrastructure, including a Vertical Launch Facility, Launch Control Center Complex, Alternate Control Center and Visitors Center, and a Landing Zone. Construction is anticipated to last approximately 15 months and no in-water construction activity is proposed.

Operation:

Operation activities include up to 12 wet dress rehearsals, 12 static fire engine tests, 12 vertical launches and 12 associated first stage landings per year. Security and Safety Zones, as well as closure areas, would be included as part of a Security Plan developed between the County and any launch operators. Each Plan would identify safety and security personnel for each launch operation activity and roadblocks and other security check points. Closure areas would encompass all areas – land, water and air – that could potentially be affected by debris from a launch failure and would be cleared of and then closed to the public and non-authorized personnel for up to 12 hours during vertical launches and typically up to 3 hours for wet dress rehearsals and static fire engine tests in smaller areas (typically 2 mile radius). Security Zones and associated closure areas would encompass up to approximately 100 square miles of lands, marshes, waterways, beaches, and ocean. During closures, monitoring would be done by vehicles along existing roads or by US Coast Guard boat for water areas, as well as by video surveillance placed on water or lighting towers. Camden County, the launch operator, and/or law enforcement would monitor areas east of the check points to ensure the areas remain clear.

First Stage Recovery:

Various launch vehicles available to a range of launch operators include small and medium-large lift classes using liquid propellants would launch generally to the east, over the Atlantic Intracoastal Waterway, Cumberland Island National Seashore, Little Cumberland Island, and the Atlantic Ocean with trajectories ranging from 83 to 115 degrees from true north. The first stage of the vehicles, typically measuring 10' – 14' in diameter and 125' – 175' long, would return towards the launch site from the east and be recovered at the launch site, recovered on a barge 200-300 miles offshore that would unload at the existing or would land somewhere in the water and be left in place. First stage landing would occur approximately 10 minutes after launch and will not appreciably extend closure area duration. Most launches and landings

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Camden Spaceport
July 20, 2017
Page 2

would occur during the day but up to one launch and landing per year could occur between 10:00 p.m. and 7:00 a.m.

Public Notification:

The public and county officials (police, fire and rescue personnel) would be notified of wet dress rehearsals, static engine tests and vertical launches one to three months in advance of the proposed date and given the expected closure area and time as well as a backup closure date and time via local media, written notices, and Notices to Mariner and Notices to Airmen. Local government and other appropriate agencies would also be notified by the County and/or launch operator of upcoming launches.

Considerations:

1. Launch vehicle propellants will be kept in storage tanks at the Vertical Launch Facility adjacent to both Todd and Floyd Creeks and tidally-influenced saltmarsh. Containment areas surrounding the fuel storage tanks and any fueling facilities must be designed to ensure adequate containment or catchment of fuel so that tidal resources would not be impacted by a fuel spill (O.C.G.A. 12-8-60 Hazardous Waste Management Act).
2. In the event that the first stage of a launch vehicle is recovered on a barge 200-300 miles offshore, the first stage may be returned to the launch site by utilizing the existing dock on Floyd Creek. Compliance inspections conducted in 2013 indicated that portions of this facility were not currently serviceable without additional maintenance or improvement. Use of this dock or any work on the dock, including maintenance, must be coordinated with Coastal Resources Division (CRD) to obtain applicable permits/permissions (O.C.G.A. 12-5-280 Coastal Marshlands Protection Act and O.C.G.A. 50-16-61 Administrative Procedures Act/Revocable License Program).
3. Launch activities that include closure areas will introduce extra or unusual hazards to the safety of observers or subject the water and adjoining upland resource to extra or unusual stress from pollution, litter or overuse and may require a Marine Event Permit. Marine Event Permits must be applied for 30-60 days in advance, depending on the number of spectators anticipated, prior to each closure (O.C.G.A. 52-7-19 Boat Safety Act).
4. Closing areas of the Atlantic Intracoastal Waterway, St. Andrews Sound, Todd Creek, Floyd Creek, Atlantic Ocean off Cumberland Island and Little Cumberland Island, and Cumberland and Little Cumberland Island beaches to recreational use for substantial portions of up to 72 days per year¹ will significantly affect local and visiting anglers, boaters and recreationalists. Avoid or minimize launch operations requiring closure areas on weekend, holidays and during organized fishing tournaments in the vicinity and post closure dates/times at all

¹ Up to 12 times per year each for wet dress rehearsals, static fire engine tests and vertical launches plus back-up dates for each

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Camden Spaceport

July 20, 2017

Page 3

public access points within 10 miles of proposed closure areas, including public boat ramps, 30 days in advance (O.C.G.A. 12-5-320 Coastal Management Act).

5. The proposed site is directly visible from some of the most productive sea turtle nesting areas in coastal Georgia. To protect sea turtles from the adverse effects of artificial lighting, provide overall improvement in nesting habitat degraded by light pollution, and increase successful nesting activity and production of hatchlings, illumination of the sky from the subject parcel must be restricted at nighttime during the nesting season (May 1 through October 31) in the following manner for the protection of nesting females, nests, and hatchling sea turtles hatchlings:
 - A. Exterior artificial light fixtures within direct line-of-sight of the beach shall be designed and oriented such that:
 - (a.) Fixtures are completely shielded
 - (b.) Full cut-off design
 - (c.) Oriented in a downward direction
 - B. The only lamps/bulbs or other light sources that may be used in exterior light fixtures include:
 - (a.) Low pressure sodium (LPS, 18w, 35 w)
 - (b.) Amber or red LED (greater than 580 nm)
 - (c.) Turtle Safe Lighting, Inc. coated, compact fluorescent (CF) lamps (maximum 13 watts)
 - (d.) True red neon
 - (e.) Other lighting sources that produce light of 580 nm or longer wavelength.
 - C. Exterior lights used expressly for safety or security purposes shall be limited to the minimum number and configuration required to achieve their functional role(s). Motion detector switches that keep lights off except when approached and that switch lights on for the minimum duration possible are preferred.
 - D. Only low intensity lighting shall be used in parking areas within line-of-sight of the beach, and shall be:
 - (a.) Set on a base which raises the source of light no higher than 48 inches off the ground
 - (b.) Positioned or shielded so that the light is cast downward and the source of light or any reflective surface of the light fixture is not visible from the beach and does not directly or indirectly illuminate the beach.
 - (c.) Bulbs used in parking area fixtures must comply with section (4) a-e.
 - E. Parking areas and roadways, including any paved or unpaved areas upon which motorized vehicles will park or operate, shall be designed and located to prevent vehicular headlights from directly or indirectly illuminating the beach.

A0002

Camden Spaceport

July 20, 2017

Page 4

- F. Vehicular lighting, parking area lighting, and roadway lighting shall be shielded from the beach through the use of ground-level barriers. Ground-level barriers must not interfere with marine turtle nesting or hatchling emergence, or cause short- or long-term damage to the beach/dune system.
- G. Tinted glass shall be installed on all windows and glass doors of single or multi-story structures within line-of-sight of the beach.
6. North Atlantic right whales are present in the flight path of the proposed launches between November 15th and April 15th each year. Avoid first stage landings directly into the ocean within 50 nm of the coast, restrict all vessel speeds to 10 knots or less when traveling through the North Atlantic Right Whale Critical Habitat, and equip all vessels with AIS (automatic identification system) when operating between November 15th and April 15th (O.C.G.A. 27-3-130 Endangered Wildlife Act).
7. Individual Security Plans that include motorized vehicular use or temporary structures or staging areas on the beach will require beach driving permits and/or Letters of Permission from CRD (O.C.G.A. 12-5 230 Shore Protection Act).
8. Individual Security Plans developed between the County and launch operator must be submitted to DNR Coastal Resources Division to determine if any additional plan-specific authorizations are required prior to implementation (O.C.G.A. 12-5-320 Coastal Management Act).
9. First Stages and any other launch vehicle debris landing in tidally-influenced marsh or State waters out to 3 miles must be recovered when feasible and may require authorization from CRD (O.C.G.A. O.C.G.A. 12-5 230 Shore Protection Act and/or O.C.G.A. 12-5-280 Coastal Marshlands Protection Act and/or O.C.G.A. 50-16-61 Administrative Procedures Act/Revocable License Program).
10. Notify the Program in writing of all launch operations requiring public notification so that we may assist in alerting the affected public of upcoming closures.

A0002

Moore, Kelie

From: Moore, Kelie
Sent: Tuesday, March 13, 2018 3:39 PM
To: 'Stacey.Zee@faa.gov'
Cc: Andrews, Jill; Haymans, Doug
Subject: RE: Spaceport Camden - Draft EIS is available for download and Public Hearings scheduled for April
Attachments: SpaceportClosureArea_115.pdf; SpaceportClosureArea_83.pdf

We have had several discussions with the Camden Spaceport folks regarding development of a Security Plan that would set general standards/conditions/best management practices/etc. that would in turn serve to guide Individual Security Plans subsequently developed between Camden County and individual launch operators. We asked that the County contact existing space ports to determine the various methods, etc. they used to evacuate the public from adjacent public waters or lands and notification procedures for closure areas. I received the 1000+ page document yesterday and did a quick word search on "security plan", but did not see this addressed anywhere in the DEIS. In a telephone conversation with you, you stated that standards/conditions/BMPs that were not set out in the EIS as part of a Facility Security Plan would not subsequently be enforceable in an Individual Security Plan set forth between the County and individual operators. We let Camden County know that we did not want to be in a position to negotiate broad policies/BMPs/etc. of a security plan with each and every different launch operator. We greatly prefer for these standards to be included in the County's current FAA permit request. Of the 10 "considerations" CRD requested the County address in the EIS, 6 of them are security plan-related issues. The proposed closure of public areas are substantial at this location: nearly 7 miles of beach, 20 square miles of open water, 25 square miles of marshlands, and over 170 linear miles of waterways. These areas may be closed up to 20% of the year [closure for the wet dress rehearsal, static fire test, and actual launch for each of the 12 launches per year and double that number for back-up days = 3 x 12 x 2 = up to 72 days/year]

How can we move toward that goal? Would it be possible for you to send me copies of a few Individual Security Plans that other launch facilities (preferably ones with evacuation zones in public waterways or oceans) have developed so that we can start working with the County to develop and include a Facility Security Plan in the FEIS? I appreciate your help Stacey.

Kelie Moore
Federal Consistency Coordinator
Coastal Resources Division
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From: Stacey.Zee@faa.gov [mailto:Stacey.Zee@faa.gov]
Sent: Thursday, March 08, 2018 3:54 PM
To: Stacey.Zee@faa.gov
Subject: Spaceport Camden - Draft EIS is available for download and Public Hearings scheduled for April

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Final Environmental Impact Statement

Spaceport Camden

A0002

Good afternoon,

The Spaceport Camden Draft Environmental Impact Statement (EIS) is available for your review and comment. The Draft EIS is available on the following FAA website:

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

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

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

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

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

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

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

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

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

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

Thank you.

Stacey M. Zee

FAA Project Lead for the Spaceport Camden EIS

A0002

Moore, Kelie

From: Andrew Nelson <aanelson2@gmail.com>
Sent: Monday, August 07, 2017 4:55 PM
To: Moore, Kelie
Cc: Ezelle, Charles; Steve Howard
Subject: Meeting Follow Up - Spaceport Camden CCD

Dear Kelie -

Thank you again for the information in the call today re: the data you would like to see in the future submittal of an updated coastal consistency determination document.

I look forward to receiving your email with the links to the specific items required for the document. From our discussions today it sounds like we have all the relevant information in various reports from efforts already performed for the project, so I hope it should be a quick assemblage of the missing materials, and some clarifications to the document. If you have any specific comments you would like to forward to us, please feel free.

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With kindest regards,

Andrew

Andrew Nelson
President
Nelson Aerospace Consulting Associates
Space-focused Consultant to Spaceport Camden
+1-617-899-8873 (cell)

Final Environmental Impact Statement

Spaceport Camden

A0002

Moore, Kelie

From: Ezelle, Charles <ezelle.c@thomasandhutton.com>
Sent: Monday, October 02, 2017 1:36 PM
To: Clay Montague
Cc: Steve Howard; Clay L. Montague; 'John S. Myers'; Moore, Kelie
Subject: RE: Spaceport Camden Environmental Subcommittee

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Montague,

Thank you for reaching out and the introduction. We are assisting Camden County and Mr. Howard with review of the draft Coastal Consistency Document. The draft revisions will be made by the County's FAA consultant: Leidos, who prepared the initial CCD.

Sincerely,
Charles

CHARLES EZELLE, PE | Principal/Regional Director
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From: Clay Montague [mailto:montague@bellsouth.net]
Sent: Friday, September 29, 2017 4:17 PM
To: Ezelle, Charles <ezelle.c@thomasandhutton.com>
Cc: Steve Howard <showard@co.camden.ga.us>; Clay L. Montague <cmontague@spaceportcamden.us>; 'John S. Myers' <countyattorney@co.camden.ga.us>; 'Moore, Kelie' <Kelie.Moore@dnr.ga.gov>
Subject: Spaceport Camden Environmental Subcommittee

Dear Mr. Ezelle,

The members of the Environmental Issues Subcommittee of the Spaceport Camden Steering Committee (designated by the county commissioners) will be interested in the upcoming document that reports consistency of Spaceport Camden with Georgia's Coastal Zone Management Act.

If you learn when to expect a draft to be available for public review, would you please let me know? I gathered from Kelie Moore at CRD that it's still early in the process, but I thought you might be familiar with the timing to expect. I can be reached by phone at (912) 265-5435.

I'm working with Camden County Administrator Mr. Steve Howard as an environmental consultant. I'm tasked to help oversee a reading of the upcoming Environmental Impact Statement (EIS) for Spaceport Camden. I will help communicate the EIS process and the report to politicians, the environmental community, and the interested

A0002

public. Part of my duties for the county includes chairing the Environmental Issues Subcommittee of the Spaceport Camden Steering Committee. The subcommittee consists of leaders from Sea Grant, Jekyll Island Authority, Satilla Riverkeeper, Georgia Conservancy, One Hundred Miles, St Marys Earthkeepers, an environmental lawyer, a private property owner on Cumberland Island and one on Little Cumberland.

I would be happy to speak with you more about my role and that of the Environmental Issues Subcommittee.

Yours sincerely,

Clay

Clay Montague, Chair
Environmental Issues Subcommittee of the Spaceport Camden Steering Committee
A subcommittee designated by the Camden Board of County Commissioners.

Clay L. Montague, PhD
Associate Professor Emeritus
Howard T. Odum Center for Wetlands
Department of Environmental Engineering Sciences
University of Florida
Gainesville, Florida

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A0002

Kelie Moore
GDNR Coastal Resources Division
One Conservation Way
Brunswick, Georgia 31520



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

[Redacted]

A0003



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

MAY 10 2018

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

Re: EPA's Comments on the Draft Environmental Impact Statement (DEIS) for the Spaceport Camden, Camden County, Georgia; CEQ No.: 20180036

Dear Ms. Zee:

The U.S. Environmental Protection Agency has reviewed the referenced document in accordance with Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act (NEPA). The purpose of this DEIS is to support the Federal Aviation Administration's (FAA) Office of Commercial Space Transportation in its decisions in evaluating the potential direct, indirect, and cumulative environmental impacts of construction and operation of the proposed launch site. This Proposed Action is to issue a Launch Site Operator License to Camden County, Georgia for the Spaceport Camden ('Spaceport'). The launch vehicle operator would also be required to obtain a license to launch the specific vehicle or class of vehicle from the launch site. The impacts evaluated in this DEIS include those related to the construction and operation of the proposed Spaceport, including impacts that could result from the launches of a representative launch vehicle. However, the DEIS indicates that future proposed activities that are outside the scope of this DEIS could require additional environmental analysis under NEPA. A supplemental environmental analysis could be required by the FAA when one or more of the parameters of the proposed construction or launch activities fall outside of what has been analyzed in this DEIS.

This DEIS evaluates three alternatives (i.e., Alternative 1 - The Proposed Action; Alternative 2 - The Ocean-Landing Only Alternative, and Alternative 3 - The No Action Alternative. Under the Proposed Action, FAA would issue a Launch Site Operator License to the Camden County's Board of Commissioners that would allow Camden County to offer the commercial space launch site to commercial launch operators. Under the Proposed Action, Camden County would construct Spaceport Camden on the proposed site and operate it as a location for the integration, testing, and launching of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. The Proposed Action includes possible recovery of the first stage of the launch vehicle either by landing the first stage at the Spaceport or landing the first stage on a barge approximately 200 to 300 miles off shore in the Atlantic Ocean and returning it to the Spaceport.

The EPA's primary environmental concern from the review of the DEIS is the potential noise and vibration impacts from launch activities during launch and landing operations. The EPA also understands that the public has also expressed a concern for potential falling debris during launch operations.

SA-25

A0003

Potential noise impacts from launches are expected to be of a very short duration (e.g., a few minutes at most). However, the anticipated noise levels could be very severe during these activities. The EPA recommends a comprehensive noise (and vibration) monitoring program to ensure that the potential impacts from launch activities are fully assessed depending upon the type of launch vehicle and mitigated (or abated) once completely identified.

]

NC-02

In summary, the EPA has rated the overall DEIS as Lack of Objections ('LO') and that the EPA has not identified an immediate environmental concern regarding the overall scope of the proposed project. However, the EPA recommends that potential noise and vibration impacts to any nearby residences be avoided or minimized to the extent practicable in order to fully protect the environment. Please provide the EPA with a copy of the Final EIS and a copy of the Record of Decision (ROD) when available.

]

NC-03

We ask that FAA continue to keep the communities informed on the status of the Spaceport project. If you have any questions, please contact Larry Gissentanna, of my staff, at (404) 562-8248 or by e-mail at gissentanna.larry@epa.gov.

Sincerely,



Carol J. Monell
Acting Director
Resource Conservation and Restoration Division

A0003

Ms. Stacey M. Lee
Federal Aviation Administration
c/o Leidos
2109 Air Park Road SE, Suite 200
Albuquerque, New Mexico 87106

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United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Richard B. Russell Federal Building
75 Ted Turner Drive, S.W., Suite 1144
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ER 18/0130
9043.1

May 10, 2018

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

Re: Comments and Recommendations on the Draft Environmental Impact Statement
 for the Spaceport Camden Project – Camden, Georgia

The U.S. Department of the Interior (Department) has reviewed key portions of the draft Environmental Impact Statement (DEIS) for Spaceport Camden, located in Camden County, Georgia. The purpose of the DEIS is to evaluate the potential environmental impacts that may result from the Federal Aviation Administration (FAA), Office of Commercial Space Transportation's proposed action of issuing a Launch Site Operator License to the Camden County Board of Commissioners (County) to operate a proposed commercial space launch site, called Spaceport Camden. The license would allow the County to offer Spaceport Camden to commercial launch operators to conduct vertical launches. The County proposes to construct and operate Spaceport Camden in an unincorporated area approximately 11.5 miles due east of Woodbine on a 4,000 acre tract that could be expanded to 12,000 acres. All land would be owned or leased by Spaceport Camden. Our comments are provided in accordance with provisions of the Endangered Species Act (ESA) of 1973, as amended; (16 U.S.C. 1531 et seq.), the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668 et seq.), Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds, and the Fish and Wildlife Coordination Act (FWCA) (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

Spaceport Camden would include a number of facilities: a vertical launch facility with propellant tank farm, water tower, launch pad with deluge system and water capture tank and shops/integration facility, a landing zone facility with fuel and oxidizer off-load tanks, a barge landing facility, a launch control center with payload processing facility, and an alternate launch control center with visitor center facility. The facilities would encompass less than 100

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Spaceport Camden Project – Camden, Georgia – ER 18-0130

noncontiguous acres on the site. There would be fencing around each facility and on the western perimeter of the spaceport. Proposed operations would include up to twelve launches per year of liquid-fueled, medium-large-lift-class orbital and suborbital vertical launch vehicles. All launches would be conducted to the east over Cumberland Island and the Atlantic Ocean. Also, up to twelve static fire engine tests, twelve wet dress rehearsals, and twelve returns of first stage launch vehicles per year are proposed. The first stage returns could land at the landing zone at Spaceport Camden, on a barge in the Atlantic Ocean and be returned, or land in the ocean without recovery.

Under the proposed action, the County would be issued a Launch Site Operator License by the FAA to operate Spaceport Camden. All future vehicle operators would be required to apply to the FAA for a launch license prior to conducting launch operations.

General Comments

The purpose of the NEPA review and drafting an EIS is to provide detailed information concerning significant environmental impacts. We opine that the DEIS is general and does not adequately describe impacts that are reasonably certain to occur. We will elaborate on this with remarks on species and the environment in the Specific Comments section that follows. Detailed information on reasonably certain prospective impacts should be understood and disclosed in advance of permitting or construction. This will inform agencies and the general public as well as the applicant to be prepared for the impact and/or possibly modify the proposed project, take different actions, or to make considerations to provide mitigation for impacts.

Alternatives

The Spaceport Camden DEIS evaluates three alternatives: the Proposed Action, the Ocean-Landing Only Alternative, and the No Action Alternative. From an environmentally preferred, fish and wildlife standpoint, we view each alternative as having different environmental effects, but does not view any alternative as definitely the most environmentally preferred. This is in part due to our perception of lack of adequate description and analysis of impacts.

The Proposed Action is as described above. Through the ESA section 7 consultation, it includes the development of both a comprehensive Protected Species and Habitat Management Plan (PSHMP) and a Light Management Plan (LMP). The PSHMP conceptually includes active management of the pine uplands to enhance the habitat for the benefit of some local species of concern such as the eastern indigo snake (*Drymarchon couperi*), striped newt (*Notophthalmus perstriatus*), and gopher tortoise (*Gopherus polyphemus*). Should the management goals be met, the condition of the environment would be preferred to the current on-site conditions of thick pine plantations. The Proposed Action also includes on-site landings of rocket first stages. This may raise the risk of accidental occurrences to the environment slightly over no on-site landings.

The Ocean-Landing Only Alternative eliminates the risk of adverse impacts from first stage landings on-site. As this was not the project considered in ESA section 7 consultation, no

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agreements have been made concerning protection of the environment based on this alternative. In general, the DEIS describes the on-site landings as not having an appreciable change to the environmental impacts. The Department opines that the first stages will land somewhere if not onsite and those landings may cause impacts where-ever they land. The Department considers this alternative to be very similar to the proposed action in terms of risk to the environment.

AL-04

The No Action Alternative would not change the local environment. The on-site pine uplands would continue as heavily vegetated pine plantations which are not considered to be preferred or good habitat for many terrestrial species of concern (Ashton & Ashton 2008).

Specific Comments

Endangered Species Act Comments

We have completed ESA section 7 consultation for the proposed action. Re-initiation of consultation must be requested if; (a) the amount of take is exceeded (currently none is expected); (b) new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered; (c) the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered; or (d) a new species is listed or critical habitat designated that may be affected by the identified action.

The DEIS includes statements that the proposed action includes fencing each facility and fencing ‘the western boundary for security and to control access’. No fencing or other security/access control is proposed on the boundaries with creeks and marshes. Fencing the western boundary may interfere with movements of the ESA listed eastern indigo snake and the candidate gopher tortoise. This will depend on the type of fencing and installation. Element occurrence information indicates the local populations of both species extend across the western boundary of the Spaceport Camden. Fencing may be a barrier that divides populations and/or restricts seasonal species movements. Similarly, movements of the candidate striped newt may be restricted by certain fencing designs. We recommend boundary fencing to have a four to six-inch gap between the ground and bottom of the fencing to allow movement of snakes, tortoises, and newts. We encourage the fencing of each facility to prevent listed species interaction with construction or operations of the spaceport.

BR-68

As considered in the ESA section 7 consultation, the LMP is expected to protect listed species, especially sea turtles, from take. Verbal descriptions of lighting for pre-launch operations and night launches in a recent agency meeting on the spaceport gave an impression that even with a LMP there may be more lighting than we had understood during ESA section 7 consultation. The amount of direct light, indirect light, glow, and sky glow should be described and its expected impacts for the sea turtle nesting beaches. Spaceport lighting has the potential to cause misorientation of nesting sea turtles and hatchlings on the beaches. This could be through sky glow or the lights may be directly visible from Little Cumberland or Jekyll island beaches from the ends of the islands adjacent to St. Andrew’s Sound. To minimize impacts to sea turtles; all

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facets of light management should be considered, especially minimization of total illumination and light in the blue portion of the spectrum.

BR-19

Bald and Golden Eagle Protection Act Comments

The Department requests that potential impacts to the bald eagle (*Haliaeetus leucocephalus*) be discussed more thoroughly for the benefit of all including the applicant, the County.

Section 4.2 states that construction activities would follow National Bald Eagle Management Guidelines. There is no mention of the probable take of an inactive eagle nest. Shellbine2 appears to be within the proposed launch facility site footprint. It was last active in 2008 and is in poor shape. Additionally, active nest Shellbine NW is located near the Launch Control Center Complex site. The DEIS does state that there would be permanent habitat loss at the four facility sites and that eagle nests occur within or near the construction ROI (region of impact). The eagle section ends with; ‘In summary, construction activities are not expected to result in a take of a bald eagle’. This summary does not adequately acknowledge what eagle resources are present on the site and what is reasonably certain to occur to them.

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Concerning Operations, the DEIS states: ‘Camden County is responsible for determining if a Bald and Golden Eagle Protection Act permit is necessary.’ United States Fish and Wildlife Service (USFWS) scoping comments included: ‘Currently five nests are documented nearby; three active and two inactive. ... One of the active nests is on Pompey Island, approximately one half mile north of the currently proposed launch facility.’ The Operations – Visual Impacts section of the DEIS describes the spaceport lighting as possibly having moderate to high impacts at an island further away than Pompey. The Department opines that the DEIS should include acknowledgement of the active nests. In particular a description of anticipated impacts, including from lighting and launches/landings, to the nest, eggs, chicks, and adult eagles should be included for the Pompey Island and Shellbine NW nests.

Responsibilities of Federal Agencies to Protect Migratory Bird Comments

A portion of a DEIS section on migratory birds states: ‘Operations would not have any significant impacts on migratory birds.’ The Satilla Marsh Island Natural Area is mentioned in the Marine Protected Areas section. The DEIS states no adverse impacts are anticipated from construction or operation. Launch sound impacts on migratory birds is covered with the statement: ‘Due to the short duration of high noise levels, the behavioral effects would be temporary, bird species would be expected to resume normal behavior after the disturbance was over. Operations would not have any significant impacts on migratory birds.’

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The Department opines that the above does not adequately directly address the USFWS concern expressed in their scoping comments concerning the brown pelican (*Pelecanus occidentalis*) rookery. The USFWS stated that the brown pelican has a nesting colony on an island (Satilla Marsh Island Natural Area) in the Satilla River approximately 1.5 miles northeast of the proposed launch pad. The colony has been extant for over 20 years and has up to 400 nesting

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pairs per year. The DEIS migratory bird and marine protected areas sections do not mention the pelican rookery. The sound impacts discussion does not acknowledge that at times eggs and/or flightless chicks will most likely be in nests on the island during launches and first stage returns. It is not clearly stated what the reasonably expected effects and impacts would likely be to nesting adults, eggs, and chicks (i.e. overheated eggs or flightless chicks abandoning nests). The Operations – Visual Impacts section includes an assessment of spaceport lighting from the Satilla Marsh Island Natural Area. The assessment describes lighting impacts as prominent during launch windows (once per month) and annual night launch. Lights and sky glow may impact wildlife circadian rhythms and processes. Overall impact is described as moderate to high. These descriptions do not seem to align with the DEIS statements of no significant impacts on migratory birds.

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The operation section begins by stating that daily operational activities may result in injury, mortality, alterations to reproductive success, startle responses, and water quality alterations. In our opinion, these impacts are not clearly explained.

BR-21

The operations section does state: ‘Bowles (1995) suggests that outcome measures, such as reproductive success, are better indicators of distress in animals than short term responses (i.e., startle reaction). … Most of the effects of noise on terrestrial animals are mild enough such that the effects might never be detectable as changes in population size or population growth against the background of normal variation (Bowles, 1995).’ However, the section does not give any direct assessments of species (i.e. eagle or pelican) expected reproductive success with the project.

BR-16
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Fish and Wildlife Coordination Act Comments

We consider the extensive tidal marshes, creeks, and river adjacent to the proposed Spaceport Camden environmentally sensitive natural resources. Similarly we consider the uplands and forested wetlands to be important as habitat for ESA protected species. Protection of all this through a Stormwater management plan in the DEIS is very generic and non-specific. Operational impacts from new impervious surfaces and materials on site have the potential to increase Stormwater discharge introducing contaminants from runoff, which could impact the local environment (CSS 2009). Due to the proximity of the proposed facilities on the site to forested and tidal marsh wetlands, we recommend very protective provisions be made for Stormwater to be treated and held on site. We recommend incorporating the criteria in the Coastal Stormwater Supplement to the Georgia Stormwater Management Manual sections 4.4.3, 4.4.5 and 4.5.1 for primary conservation areas, extreme flood protection, and special criteria in the site development, construction, and operation. The DEIS does not state what level of protection is appropriate to safeguard the natural resources in the area.

WR-04

Other Comments

Site contamination is mentioned in a few places in the DEIS. Statements include: “the land acquisition process would require completion of a Phase I Environmental Site Assessment. The

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Environmental Site Assessment would document environmental conditions at the Spaceport Camden site. ... With implementation of the above procedures, no significant impacts would be expected from historical areas of contamination.' The Department recommends that as part of the DEIS, at least the Phase I Environmental Site Assessment should be done prior to the FAA issuing any permit. There is an existing environmental covenant on the site. It can be found in the Camden County, Georgia, Clerk's Office recorded on March 29, 2011. It describes the site as being subject to a Resource Conservation Recovery Act (RCRA) hazardous waste facility permit.

HW-10
HW-15

We recommend a Wildlife Hazard Assessment and Management Plan be prepared by U.S. Department of Agriculture - Wildlife Services (aka APHIS). Plan recommendations should be considered in the DEIS. For the plan and for the DEIS, a systematic survey for active raptor nests should be conducted within the 'hazardous airspace'. The distance for this should be defined by APHIS. Any other MBTA nests should be noted. Information from any other surveys necessary for the Wildlife Hazard Assessment and Management Plan should also be considered in the DEIS.

BR-69

We appreciate the opportunity to comment on this project. If you have questions, please contact Donald W. Imm on (706) 613-9493 or via email at donald_imm@fws.gov. I can be reached at (404) 331-4524 or via email at joyce_stanley@ios.doi.gov.

Sincerely,



Joyce Stanley, MPA
Regional Environmental Officer

cc: Christine Willis – FWS
Michael Norris - USGS
Anita Barnett – NPS
OEPC – WASH

A0004

Spaceport Camden Project – Camden, Georgia – ER 18-0130

Literature Cited

Coastal Stormwater Supplement to the Georgia Stormwater Management Manual, First Edition (CSS) April 2009. Center for Watershed Protection, Ellicott City, MD. Available Online: (<http://www.georgiaepd.org/Documents/CoastalStormwaterSupplement.html>), Section 3.3.2 Effects of Land Development on Aquatic Resources.

Ashton R.E. and P.S. Ashton. 2008. The natural history and management of the gopher tortoise *Gopherus polyphemus* (Daudin). Krieger Publishing Company, Malabar, Florida.

A0005



MARK WILLIAMS
COMMISSIONER

DOUG HAYMANS
DIRECTOR

June 12, 2018

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

Mr. Steve Howard, County Administrator
Camden County Board of Commissioners
P.O. Box 99
Woodbine, Georgia 31569

RE: Spaceport Camden DEIS Comments

Dear Ms. Zee:

Staff of the Georgia Department of Natural Resources (GADNR) Coastal Resources Division (CRD) and Georgia Coastal Management Program (GCMP) have reviewed the Draft Spaceport Camden Environmental Impact Statement (March 2018) that evaluates the potential environmental impacts that may result if the Federal Aviation Administration (FAA) issues a Launch Site Operator License (LSOL) to the Camden County Board of Commissioners (the County) to operate a commercial space launch called Spaceport Camden.

In addition to the DEIS, FAA requires the County to submit an LSOL application, Explosive Siting Plan, Accident Investigation Plan, Control of Public Access Plan (Security Plan), Camden County Emergency Operation Response Plan, and Example Comprehensive Launch Plan before issuing the LSOL, which will occur after the Final Environmental Impact Statement (FEIS) is published and a Record of Decision (ROD) is made.

The FEIS will enumerate standard operating procedures (SOPs), best management practices (BMPs), and/or mitigation measures aimed at reducing reasonably foreseeable impacts to coastal uses and resources that will be incorporated into the ROD. After the ROD is published, the County must then submit to FAA several more documents describing how the recommended SOPs, BMPs and/or mitigation measures will be incorporated into their proposed project. These documents include a Mitigation Plan, Protected Species and Habitat Management Plan, Lighting Management Plan, Wildland Fire Management and Burn Plan, and Site Revegetation and Landscaping Plan.

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Following submission of these mitigative documents, and prior to construction of the facility, a third round of documents will be submitted to FAA that further describe how potential environmental impacts will be minimized. These third-round documents include a Storm Water Pollution Prevention Plan; Spill Prevention, Control, and Countermeasure Plan; and Hazardous Waste Management Plan.

Each of these 14 future documents will contain details on how reasonably foreseeable impacts to coastal uses and resource will be reduced, but they are not available for our review at this DEIS comment stage. In order for GCMP to properly assess reasonably foreseeable impacts, we request supplemental coordination as described under 15 CFR 930.66(a)(2) and will issue concurrence, conditional concurrence, or objection letters at all 3 stages of document submission to FAA as follows:

1. A minimum of 90 days before the ROD the applicant must submit to GCMP:
 - a. FAA LSOL application
 - b. Explosive Siting Plan
 - c. Accident Investigation Plan
 - d. Control of Public Access Plan (Security Plan)
 - e. Camden County Emergency Operation Response Plan
 - f. Example Comprehensive Launch Plan

— NP-35
2. A minimum of 90 days prior to facility construction:
 - a. Mitigation Plan
 - b. Protected Species and Habitat Management Plan
 - c. Lighting Management Plan
 - d. Wildland Fire Management and Burn Plan
 - e. Site Revegetation and Landscaping Plan

— NP-36
3. A minimum of 30 days prior to facility construction:
 - a. Storm Water Pollution Prevention Plan
 - b. Spill Prevention, Control and Countermeasure Plan
 - c. Hazardous Waste Management Plan

— NP-37

We look forward to working with both FAA and the County during this iterative process as these additional documents are developed and offer the following comments on the March 2018 DEIS:

Marshlands and Tidally-Influenced Areas Held in Trust by DNR for Public Use:

The Georgia Department of Natural Resources' Coastal Resources Division (GADNR/CRD) has been delegated stewardship over coastal marshlands and tidally-influenced areas to hold them in trust for public use. Camden County has entered into an agreement to purchase most of the +/- 4,000-acre Union Carbide Corporation property that contains approximately 2,800 acres of marshlands/tidal areas and is considering an option to purchase the +/- 7,800-acre Bayer CropScience property that contains approximately 800 acres of marshlands/tidal areas. There are several references in the DEIS that these +/- 3,600 acres of marshlands would provide a "buffer" to the proposed launch site operations and would be regularly patrolled to maintain

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control of access¹. We request you clarify in the FEIS that the marshlands and tidal areas would remain open for public use and enjoyment outside of times in which portions may be closed during pre-launch and/or launch related closures.

PA-19

Floyd Creek Dock:

The DEIS contains numerous references to a dock on Floyd Creek². While there are remnants of an unserviceable dock on the Bayer CropScience property on Floyd Creek, it would be more accurate to say that there is the potential for a dock or there is deep-water access at this site. We request that you remove all references to an existing dock in the FEIS and clarify that there is only the potential for a dock or that there is deep-water access at the site. No Coastal Marshlands Protection Act Permit will be required for issuance of the FAA Launch Site Operators License if these changes are made. If, at some point in the future, a serviceable dock is constructed in the location of the existing unserviceable dock or at another location on the property, a Coastal Marshland Protection Act permit will be required.

PA-22

Vehicle Use on Beaches:

The DEIS references launch operators using vehicles on the beach during pre-launch and/or launch closure times and the need for individual security plans proposing to drive on the beach to obtain state authorization under Official Code of Georgia Annotated (O.C.G.A.) 12-5-230 et seq. (Shore Protection Act)³ prior to commencing. The rules⁴ and other best management practices (BMPs) associated with these authorizations include, but are not limited to, the items below. We request these BMPs be followed in future individual security plans and enumerated in the FEIS as required components.

MT-04

- ≠ Beach driving at night ($\frac{1}{2}$ hour after sunset to $\frac{1}{2}$ hour before sunrise) between May 1 and October 31 should be minimized by law enforcement personnel
- ≠ Drive only on the wet sand beach except when necessary to drive around a slough or other impassable area on the beach
- ≠ Access the wet sand beach only from specifically designated points, of which there are 2 on Little Cumberland Island and 8 on Cumberland Island
- ≠ Limit maximum speed to 25 mph August 1 through March 31 and to 20 mph April 1 through July 31, except in case of emergency

Turtle-Friendly Lighting:

The DEIS contains generalized statements that the lighting system would be designed/operated using BMPs for wildlife, but does not enumerate the BMPs or contain enough specificity to determine the reasonably foreseeable impacts to nesting sea turtles and hatchlings⁵. There are

¹ Executive Summary page 5 line 1; Executive Summary page 5 line 15; Chapter 2 page 2 line 11; Chapter 2 page 2 line 11 footnote 5; Chapter 2 page 17 line 4 footnote 16.

² Executive Summary page 9 line 14; Executive Summary page 14 line 22; Executive Summary page 14 line 34; Chapter 1 page 7 line 6; Chapter 2 page 2 line 32; Chapter 2 page 16 line 1; Chapter 2 page 16 line 5; Chapter 2 page 18 figure 2.1-9; Chapter 2 page 34 line 10; Chapter 2 page 37 line 19; Chapter 2 page 40 line 37; Chapter 4 page 12 line 42; Chapter 4 page 18 line 8; Chapter 4 page 123 line 24; Appendix A page 273 paragraph 3; and numerous figures.

³ Executive Summary page 11 lines 34; Chapter 1 page 8 line 7; and 2 page 28 line 12.

⁴ Shore Protection Rules Chapter 391-2-2

⁵ Chapter 2 page 17 line 17; Chapter 4 page 8 line 33;

A0005

also references to the need for external lights to “be active” (as opposed to automatically dimming) for 1-2 nights per month before launches to facilitate 3-shift operations⁶.

Floodlighting at the launch pad during those few nights each month would not meet International Dark-Sky Association (IDA) guidelines for blue-rich (< 3,000 Kelvins) LED white lighting⁷. It is unclear if the 4 launch pad lighting towers and the water tower, which would be continually lit, meet IDA guidelines⁸. There are several references in the DEIS to a Lighting Management Plan that will address seasonality, wavelengths, locations, timing, and shielding mechanisms⁹, but that Plan has not yet been submitted to FAA or reviewed by GCMP. The Fish and Wildlife Service (FWS) has reviewed the Biological Assessment (BA), but any additional mitigation measures or suggested actions requested by FWS on the lighting plan have not been supplied and we can therefore not determine if impacts to sea turtles have been minimized. We request you include the following turtle-friendly parameters as required components of future Lighting Management Plans that are referenced in the FEIS:

- ≠ Exterior light fixtures within direct line-of-sight of the beach must be:
 - Fixtures are completely shielded
 - Full cut-off design
 - Oriented in a downward direction
- ≠ The only lamps/bulbs or other light sources be used in exterior light fixtures, including parking areas, include:
 - Low pressure sodium (LPS, 18w, 35 w)
 - Amber or red LED (greater than 580 nm)
 - Turtle Safe Lighting, Inc. coated, compact fluorescent (CF) lamps (max.13 watts)
 - True red neon
 - Other lighting sources that produce light of 580 nm or longer wavelength.
- ≠ Exterior lights used expressly for safety or security purposes are limited to the minimum number and configuration required to achieve their functional role(s). Motion detector switches that keep lights off except when approached and that switch lights on for the minimum duration possible are preferred.
- ≠ Low intensity lighting must be used in parking areas within line-of-sight of the beach and be:
 - Set on a base which raises the source of light no higher than 48" off the ground
 - Positioned or shielded so the light is cast downward and the source of light or any reflective surface of the light fixture is not visible from the beach and does not directly or indirectly illuminate the beach.
- ≠ Parking areas and roadways, including any paved or unpaved areas upon which motorized vehicles will park or operate, shall be designed and located to prevent vehicular headlights from directly or indirectly illuminating the beach.
- ≠ Vehicular lighting, parking area lighting, and roadway lighting shall be shielded from the beach through the use of ground-level barriers. Ground-level barriers must not interfere with marine turtle nesting or hatchling emergence, or cause short- or long- term damage to the beach/dune system.

-VE-32

⁶ Chapter 2 page 17 line 22; Chapter 4 page 115 line 5; Chapter 4 page 115 line 8;

⁷ Chapter 4 page 115 line 13.

⁸ Chapter 4 page 100 line 31.

⁹ Chapter 4 page 8 line 32; Chapter 4 page 8 line 36; Chapter 4 page 115 line 18; Chapter 6 page 6 line 26;

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- ≠ Tinted glass shall be installed on all windows and glass doors of single or multi-story structures within line-of-sight of the beach.

VE-32

Coastal Resources and Coastal Uses:

Federal Code¹⁰ implementing the federal consistency requirements under the Coastal Zone Management Act (CZMA)¹¹ specifies that potential effects to both coastal uses and coastal resources must be addressed in a federal consistency determination. Coastal uses and resources are defined by CZMA as including, but not limited to, public access, recreation, fishing, historic or cultural preservation, development, hazards management, marinas and floodplain management, scenic and aesthetic enjoyment, resource creation or restoration, air, tidal and non-tidal wetlands, ocean waters, estuaries, rivers, streams, lakes, aquifers, submerged aquatic vegetation, land, plants, trees, minerals, fish, shellfish, invertebrates, amphibians, birds, mammals, reptiles, and coastal resources of national significance¹². The DEIS addresses 14 resource areas¹³, but falls short on assessing CZMA-mandated impacts to coastal uses such as public access, recreation, fishing and scenic and aesthetic enjoyment.

The Economic Activity: Tourism section of the DEIS devotes only 4 lines to coastal uses¹⁴ and the Cumulative Impacts: Ongoing Public/Commercial Use within the Operational ROI (region of influence) provides less than 10 lines of information on coastal uses¹⁵. Several sections contain incorrect information. We request that these sections of the FEIS be corrected/expanded and include pertinent sections of the following:

The last paragraph of the Tourism section is incorrect. Rainbow trout, brown trout, striped bass, redbreast sunfish and freshwater catfish are not present within the region of influence (ROI), which approximates the range of potential closure areas, analyzed in the DEIS¹⁶. These freshwater species do not exist in marine environments. There are no stream fishing¹⁷ opportunities in the ROI, though there are numerous tidal creeks that offer fishing opportunities. Shrimp and crab are gathered from tidal creeks, estuaries, sounds, rivers and the ocean, rather than from the marsh. Portions of the Existing Conditions: Surface Waters is incorrect. The areas of the Satilla River and tidal creeks within the ROI are tidally-influenced and do not have limited species diversity or extreme variations in flow¹⁸.

SO-16

It is rather quite the opposite. Fifty-three percent of Georgia-licensed for-hire fishing guides (Charter Captains) operate from Camden and Glynn Counties. Recreational anglers made an average of 421,075 fishing trips per year to Camden and Glynn Counties during the period 2013-2017. The top 7 species caught recreationally, along with the average number of fish caught annually during that 5-year period, were:

WR-05
SO-17

¹⁰ 15 C.F.R. 930 et seq.

¹¹ 16 U.S.C. 1451 et seq.

¹² 15 C.F.R. 930.11(b).

¹³ Executive Summary page 15 line 5; Chapter 3 page 27 line 16; Chapter 4 page 24 line 30;

¹⁴ Chapter 3 page 82 lines 20-23.

¹⁵ Chapter 5 page 3 lines 22-30.

¹⁶ Chapter 3 page 82 line 20.

¹⁷ Stream fishing is generally limited to freshwater streams, which do not occur in the ROI

¹⁸ Chapter 3 page 109 line 22.

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≠ Spotted Seatrout:	400,213
≠ Southern Kingfish:	357,899
≠ Atlantic Croaker:	198,176
≠ Silver Perch:	166,099
≠ Atlantic Menhaden:	149,758
≠ Black Sea Bass:	144,931
≠ Red Drum:	111,915

WR-05
SO-17

Commercial fishing is also a very important coastal use in Camden and Glynn Counties. An average of 4,869 fishing trips per year were made by 210 commercial fishing vessels during the past 5 years. Nearly 1.5 million pounds of seafood worth over \$4 million was produced annually between 2013 and 2017 from Camden and Glynn Counties:

≠ Finfish:	\$24,961	14,935 lbs.
≠ Shrimp:	\$2,547,978	514,935 lbs.
≠ Crab:	\$1,346,306	901,503 lbs.
≠ Other:	\$169,506	16,277 lbs.

North Atlantic Right Whales:

The DEIS proposes to mitigate impacts to North American right whales (NARW) by reducing speeds of vessels over 65' to 10 knots when transiting the Southeast Seasonal Management Area (SE SMA)¹⁹. Numerous fatalities or serious injuries to NARW have occurred involving vessels under 65' long and/or outside of the Southeast Seasonal Management Areas (SE SMA). The biological assessment (BA) has been submitted to National Marine Fisheries Service (NMFS) for Section 7 Consultation, but any additional mitigation measures or suggested actions requested by NMFS have not been supplied and we can therefore not determine if impacts to NARW have been minimized. We request that you recommend all vessels over 26 feet long operating in or transiting the North Atlantic Right Whale Critical Habitat Calving Area reduce speeds to 10 knots between November 15th and April 15th. We also request that you recommend these vessels be equipped with operating automatic identification systems (AIS).

BR-36

Coastal Stormwater Supplement:

Some best management practices (BMPs) listed in the Georgia Stormwater Management Manuel are not as effective in coastal regions as they are inland. To compensate for these inefficiencies the Coastal Stormwater Supplement was adopted and is recommended throughout the 24-county coastal plain region to protect Georgia's existing water quality standards under the Georgia Water Quality Control Act²⁰. It is unclear if the stormwater management features included in the DEIS were designed to meet the specification of the Coastal Stormwater Supplement that are applicable to this site²¹. We request that you require all stormwater features to be designed and implemented according to the Coastal Stormwater Supplement²².

WR-04

¹⁹ Appendix A page 264 mitigation measure 4c.

²⁰ O.C.G.A. 12-5-20 et seq. and Rule 391-3-6.

²¹ Chapter 1 page 7 line 37; Chapter 2 page 8 line 16; Chapter 2 page 12 line 10; Chapter 4 page 11 line 23; and Chapter 4 page 12 line 13.

²² <https://epd.georgia.gov/georgia-epd-coastal-stormwater-supplement-stormwater-management-manual>

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Pre-Launch Activities (Wet Dress Rehearsal and Static Fire Engine Tests):

The DEIS contains several references to pre-launch activities such as a wet dress rehearsal and static fire engine test for each potential launch. Discussions with the FAA and applicant have revealed that these pre-launch tests are not required by FAA and they are not typically done for smaller vehicles. We request that you clarify in the FEIS that, while these activities may precede the 12 annual launches, they would not be anticipated from smaller launch vehicles and are at the discretion of the launch operator.

We request that you highlight the difference in size, including visually, between the smaller closure areas associated with pre-launch activities and the larger closure areas associated with actual launches²³. We also request that you highlight the difference in the length of time pre-launch closures will last as compared to actual launch closures²⁴.

PA-23

Notification of Closure Areas:

The DEIS does not contain enough specificity to determine how and when the public will be notified of the closure of public creeks and marshlands during pre-launch and launch procedures²⁵. Commercial boaters, including crabbers, shrimpers and charter captains, use the proposed pre-launch and launch closure areas on a regular basis and their livelihoods depend on access to the area or enough advance notification so that they can reschedule activities around the closure times²⁶. Some closure areas may include inshore and/or offshore artificial reefs²⁷. These are highly desirable fishing areas frequented by both commercial and recreational anglers and boaters. Launches and/or pre-launch activities that close these areas to public use will have higher impacts on coastal uses. Any notification of less than 30 days places an unreasonable burden on public use of the resource and is avoidable. We request that the applicant is asked to investigate methods of disseminating launch and pre-launch closure notifications to the public and describe viable alternatives in the FEIS.

PA-24

One alternative may be to create and maintain a publically-accessible website that lists each closure area with specific coordinates, dates and timeframes for pre-launch, launch and back-up dates and times for each launch that is a minimum of 30 days in advance of any closure. One component of such a website might be to solicit public input to create a mailing list (electronic or hard copy) that is updated annually and includes all parties interested in receiving closure area information. We would want closure area information sent to such a mailing list a minimum of 30 days in advance of each closure.

Ongoing discussions with the applicant and FAA indicate that specific procedures for notifying the public of closure areas and times will be laid out in individual launch operator security plans at some point in the future after the FAA site operator license is issued. We have asked the

²³ Chapter 2 page 31 line 33.

²⁴ Executive Summary page 11 line 26; Executive Summary page 11 line 28;

²⁵ Executive Summary page 14 line 12; Chapter 2 page 25 line 8; Chapter 2 page 27 line 17; Chapter 2 page 27 line 35; Chapter 2 page 33 line 1; Chapter 4 page 94 line 21.

²⁶ Chapter 4 page 94 line 26.

²⁷ Stafford Island Inshore Reef, Henry Vassa Cate/Twin Sisters Inshore Reef, Jekyll Island Pier Inshore Reef, and "A Reef" Offshore Reef. Refer to Figure 1.

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applicant to provide us with examples of other launch operator security plans that involve the evacuation and/or exclusion of the public from closure areas so that best management practices and mitigation measures can be adopted into the LSOL currently under review and so that these practices/measures can be incorporated into individual site operator permits in the future. We have not yet received this information. We request that you require submission of all future individual launch operator license Security Plans or other documents describing how the public will be notified of closure areas to GADNR/CRD for review and approval prior to issuing any launch operator license at this site²⁸. We also request that the FEIS minimize pre-launch and launch activities requiring closures on weekends and prohibit pre-launch and launch operations requiring closures on holidays and during organized fishing tournaments, as well as post closure dates/times at all current and future public access points within 10-15 miles²⁹ of the proposed closure areas, including public boat ramps, 30 days in advance, to reduce impacts to displaced boaters and resource users.³⁰

PA-25

Closing State Waters:

The DEIS looks at two representative launch trajectories (83° and 115°) and outlines Hazard Areas and Closure Areas which would be evacuated of non-authorized personnel during pre-launch activities (wet dress rehearsals and static fire engine tests) and launch activities up to 12 times per year³¹. According to our calculations, either of these Closure Areas would displace the public from over 6 miles of beach; nearly 20 square miles of inland open waters; nearly 20 square miles of marshlands; over 100 linear miles of rivers, creeks, and tributaries; and an unknown number of square miles of ocean. In subsequent discussions with the United States Coast Guard (USCG), these Closure Areas may extend 12 miles out to the Territorial Seas or further into the ocean. The ocean-ward extend of any potential Closure Areas is not addressed in the DEIS and should be addressed in the FEIS. It is our understanding that USCG may develop a larger “standard” closure area that could be used for all launches, rather than tailoring each closure area to the smallest possible for the particular vehicle being launched.

PA-71

If each of the 12 annual launches include three closure periods (wet dress rehearsal, static fire engine test, and launch) as well as back-up dates for each of the 3 closure periods per launch, portions of up to 72 days per year, or 20% of the year, will be closed to public use. GCMP strives to find a balance between public safety and restriction of public access to coastal resources. Most of references to closure areas in the DEIS are general statements that do not contain enough specificity for us to determine likely impacts on coastal uses from closure areas³².

PA-72

²⁸ Chapter 1 page 8 line 3; Chapter 1 page 8 line 7; Chapter 2 page 28 line 14.

²⁹ All public access points within 10 miles of the launch site should be posted. For creeks and rivers emptying into the closure area that do not have an access point within 10 miles, the nearest access point on that creek/river should be posted. Access sites include Blythe Island Drive, Blythe Island Regional Park, Brunswick Landing Marina, Crooked River State Park, Harriett's Bluff, Hickory Bluff, Jekyll Beach, Jekyll Creek, Jekyll Harbor Marina, Jekyll Wharf Marina, Mackay River, Morningstar Marina, S. Brunswick River, Satilla Waterfront Park, Sea Island Yacht Club, Sidney Lanier Park, Spring Bluff (Little Satilla River), St. Simons Boating & Fishing Club, and White Oak. Refer to Figure 2.

³⁰ Chapter 2 page 27 line 42.

³¹ Exhibit 1.2-10 and Exhibit 1.2-11

³² Executive Summary 5-43; Executive Summary 14-3; Chapter 2 page 26 line 25; Chapter 2 page 28 line 36; Chapter 2 page 31 line 4; Chapter 2 page 31 line 14;

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We request that GADNR/CRD and GADNR Law Enforcement Division (LED) be included in the formulation and ongoing coordination of any Security Plans or other plans that call for the closure of State Waters. We have initiated, and will continue, discussions with the County and USCG to find reasonable solutions for closure areas. Arriving at the final closure area parameters, or suite of closure areas, is an iterative process that will not be completed until the Control of Public Access Plan (Security Plan) is submitted to FAA along with the LSOL application at some point in the future.

PA-20
TP-05

Public Participation:

Public participation is a required component of Georgia's Coastal Management Program and we request the FAA submit copies (or an electronic link) to all public comments received during the federal comment period so that we can consider them in our review. Additionally, CRD will solicit additional public comments for 30 days as part of our 6-month review.

NP-30

Reasonably Foreseeable Impacts to Coastal Uses and Resources:

At the time the DEIS was released for public comment, the Endangered Species Act (ESA) Section 7 Consultation with USFWS was completed and they concurred with FAA's "may affect but not likely to adversely affect" determination provided that a suite of conservation measures were implemented³³. Consultation with NMFS is in progress and any special terms and conditions for impact avoidance and mitigation measures have not yet been identified³⁴. Consultation is also underway but not yet complete with the State Historic Preservation Office (SHPO). Like NMFS, SHPO may include terms and conditions that have not yet been identified³⁵. The DEIS does mention several concerns or considerations identified by the GCMP in Appendix A, but falls short of making them required management measures³⁶. Any mitigation measures identified by the various resource agencies above for implementation will be contained in the Record of Decision, which is issued after the FEIS has been completed³⁷.

GCMP will continue to coordinate with the applicant and FAA to review materials concurrently as additional information becomes available before we will issue a final concurrence or objection letter.

Enforcement and Supplemental Coordination:

We request the FEIS to include clarification, adoption, implementation, etc. of the various conditions above, which, if agreed to by both the applicant and the FAA would allow the Georgia Coastal Management Program to concur with the proposed launch site operators' license³⁸. We also request the applicant to modify their FAA application pursuant to these conditions³⁹. These conditions will then become enforceable by the FAA and GADNR.

PA-26

³³ Chapter 1 page line 41; Chapter 4 page 13; Appendix A pages 330-344 Section 2.3.

³⁴ Chapter 1 page 6 line 38; Chapter 1 page 6 line 43; Chapter 4 page 4 line 13.

³⁵ Chapter 1 page 7 line 22; Chapter 3 page 51 line 33

³⁶ Chapter 6 page 3 line 9.

³⁷ Chapter 6 page 1 line 7.

³⁸ 15 CFR 930.62(d) and 15 CFR 930.4(a).

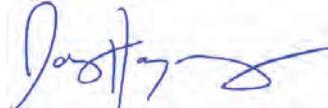
³⁹ 15 CFR 930.4(a)(2).

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The FAA launch site operator's license requires several reports and plans⁴⁰ in addition to the FAA permit application that do not need to be completed before the permit is issued. CRD and the applicant have agreed that CRD will begin their 6 month review of the federal consistency certification documents prior to receiving the FAA application and documents that need to be submitted to FAA along with the LSOL permit application⁴¹, so long as the FAA application and documents are submitted at least 90 days before the review period ends. If submission of the FAA application and attendant documents is delayed, CRD's review will automatically be extended past 6 months to accommodate an additional 90 days review for the application.

Any reports and plans required by FAA prior to operation of the site, but after the LSOL (launch site operators license) has been issued, will require supplementary consultation with CRD and supplementary consistency certification⁴². This supplemental information will reinitiate a new review and information must be submitted at least 90 days⁴³ prior to expiration of the review period or a second supplemental coordination will be required. We look forward to having additional discussions with FAA as more information and documentation becomes available. Please feel free to contact Kelie Moore, Federal Consistency Coordinator or me if we can be of further assistance.

Sincerely,



Doug Haymans,
Director

cc: Kevin Akstulewicz, Leidos, via email
Elyse Mize, VHB, via email
Kelie Moore, GADNR/CRD
Jason Lee, GADNR/WRD

⁴⁰ Example Comprehensive Launch Plan; Storm Water Pollution Prevention Plan; Mitigation Plan; Spill Prevention, Control, and Countermeasure Plan; Hazardous Waste Management Plan; Protected Species and Habitat Management Plan; Lighting Management Plan; Wildland Fire Management and Burn Plan; and Site Revegetation and Landscaping Plan.

⁴¹ Explosive Siting Plan, Accident Investigation Plan, Control of Public Access Plan, Camden County Emergency Operation Response Plan, and Example Comprehensive Launch Plan.

⁴² 15 CFR 930.66(a).

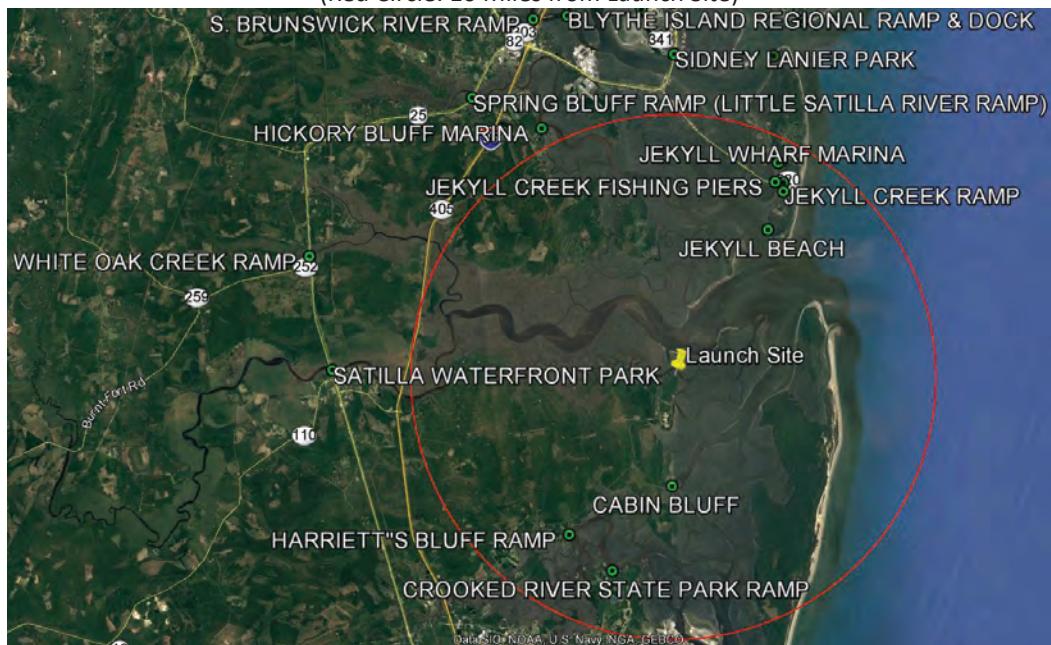
⁴³ 30 days for Storm Water Pollution Prevention Plan; Spill Prevention, Control, and Countermeasure Plan; and Hazardous Waste Management Plan

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Figure 1: Inshore and Offshore Reefs Inside or Near Potential Closure Areas:
(Red Lines: 83°-115° Cone 12 Miles from Beach, Approx. 18 Miles from Launch Site)



Figure 2: Public Access Areas Within 10-15 Miles of the Launch Site:
(Red Circle: 10 Miles from Launch Site)



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DEIS EXCERPTS FOOTNOTED:

Marshlands and Tidally-Influenced Areas Held in Trust by DNR for Public Use:

1. Executive Summary 1: the spaceport (the boundary is outlined in blue in Exhibit ES-2) would be constructed on the uplands portion of this site. The total 11,800 acres of these two properties would provide an appropriate buffer to ensure the safety of the public.
1. Executive Summary 15: The remainder of the property, much of which is marshland, would be used as a buffer.
1. 2-2-11: The total 11,800 acres of these two properties would provide an appropriate buffer to ensure the safety of the public.
1. 2-2-11 Footnote 5: Camden County has defined the buffer area as the area that exists between the launch point and the launch site boundary, to satisfy 14 CFR 420.21 Table 2, and any other additional lands, water and/or marsh around the launch point determined to be needed to ensure the safety of the public. This buffer area would not be constructed upon and would be left in its current condition.
1. 2-17-4 Footnote 16: No perimeter fencing would be installed at the launch site borders abutting marshland or water. Regular security patrols would be established to maintain access control for the site perimeter without fencing.

Floyd Creek Dock:

2. Executive Summary 14: The first stage of the launch vehicle could land at Spaceport Camden, land on a barge about 200 to 300 miles offshore in the Atlantic Ocean, or drop into the Atlantic and not be recovered. For launches where the first stage would be recovered, the return of the first stage (either landing at the Landing Zone or returned by vessel after landing on a barge in the Atlantic Ocean) and first-stage refurbishment would complete the launch operations.
2. Executive Summary 14-22: Ocean-Landing Only Alternative (Environmentally Preferred Alternative)
2. Executive Summary 14-34: A first stage that lands on a barge would be returned to Spaceport Camden.
2. 1-7-6: no in-water improvements or modifications to the Floyd Creek dock are planned at this time. However, use of this dock or any work on the dock, including maintenance, must be coordinated with CRD.
2. 2-2-32: There is an existing dock with deep water access (on the Bayer CropScience portion of the property) that may be utilized during construction and operation of the spaceport, given that repairs are performed and updated permitting by Georgia authorities is provided.
2. 2-16-1: As shown in 2.1-9, one of the road upgrades is an upgrade to a heavier road to the existing dock. The dock could be used during construction or for the return of a first stage after launch should the first stage be landed on a barge in the Atlantic.
2. 2-16-5: The County has no plans at this time to make any modifications to the dock itself, as a land-based mobile crane would be used for transferring equipment between barge and truck, nor is there an anticipated need to dredge the channel for spaceport-related activities. The County recognizes that use of this dock or any work on the dock, including maintenance, must be coordinated with CRD.
2. 2-18 Figure 2.1-9: shows Heavier Road to Existing Dock with Deep Water Access

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2. 2-34-10: In the event of a landing on a barge, the first stage could be returned to the launch site, utilizing the existing dock n Floyd Creek.
2. 2-37-19: The upgrade of the road to the existing dock to heavy road would be required under this alternative, but this road would only be used for the delivery of heavy equipment during construction.
2. 2-40-37: In Alternatives Considered but Not Carried Forward Section: In response to interest shown by commercial space companies, additional high-level requirements were identified, including larger buffer areas where a vertical launch could be safely performed in accordance with 14 CFR 420 & 415 requirements and site access requirements, such as dockage.
2. 4-12-42: operation includes use of the dock during operations
2. 4-18-8: primary impacts to marine vegetation and habitats is increased equipment/vessel traffic and first-stage landing in the ocean or barge landings in the ocean. Barge landings would utilize existing dock. No improvements or modifications are planned at this time. CMPA would may be required for future improvements.
2. 4-123-24: use of the Floyd Creek dock must be coordinated with CRD.
2. Appendix A-273-3: once the landing is completed, all security boats would leave the area and the first stage would be returned to the existing dock on Floyd Creek by vessel.

Vehicle Use on Beaches:

3. Executive Summary 11-34: Except in case of an emergency, Camden County and/or the launch operator would not conduct ground sweeps. Only if video surveillance is insufficient would other monitoring methods be used, such as: two UAVs not generally over the wilderness area, one fixed-wing aircraft under 1,000' for up to 30 minutes, beach sweeps with ATV or SUV, USCG vessel
3. 1-8-7: Individual Security Plans that include motorized vehicular use or temporary structures or staging areas on the beach will require a beach driving permit. Individual Security Plans between the County and launch operators must be submitted to CRD to determine if any additional permissions/permit are required.
3. 2-28-12: Individual Security Plans that require motorized vehicular use or temporary structures or temporary staging areas on the beach will require beach driving permits and/or LOPs from CRD.

Turtle-Friendly Lighting:

5. 2-17-17: Lighting system would be designed/operated using BMPs for wildlife, navigation, safety and security. Area lighting provided for 4 facilities but not for entire property or roads. Area lighting will be perimeter/security lighting, parking lot lighting, and walkway lighting. All will be LED
5. 4-8-33: Lighting systems would be designed and operated to reduce light pollution (see Section 6.13 Visual Effects, USFWS consultation in Appendix A, public involvement/ gency coordination for lighting requirements. It doesn't really say what the requirements are here though.
6. 2-17-22: Non-launch weekday external lighting will go into automatic dim mode at 9 p.m. and security lighting would be on trip sensors after 9, only being activated when triggered

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by a security alert. For launch operations, external lighting may be active from dusk until dawn due to potential for 3-shift operations at all 4 facilities.

6. 4-115-5: all outdoor lighting is LED. For non-launch weekday operations, external lighting would go into dim mode after 9 p.m. and security lights would only illuminate when triggered by security alert.
6. 4-115-8: for launch operations, external lighting may be active overnight for three-shift operations 1-2 nights each month.
7. 4-115-13: launch pad lighting does not meet IDA guidelines for blue-rich LED white lighting
8. 4-100-31: The 4 launch pad lightning towers and water tower are 250' high, and over 200' is aviation hazard and has to be marked – continually lit.
9. 4-8-32: lighting for buildings and infrastructure would comply with the Lighting Management Plan, which will address seasonality, what times lights may be on, and safety measures for animals. This is the first reference to a lighting management plan. When are we doing to get to see this?
9. 4-8-36: Lighting Management Plan will show wavelengths, locations, timing, shielding mechanisms, etc. for lighting installation and management.
9. 4-115-18 Lighting Management Plan will detail type, wavelength, etc. and location of lights, timing, measures to minimize light glow and other measures identified during consultation with USFWS.
9. 6-6-26: recommended measure to minimize visual impacts on protected species is develop an artificial lighting management plan to address use of LED lighting and promote use of amber/yellow spectrum (below 3000 Kelvins) where possible since 2014 IDA standards for blue-rich white light (over 3000 Kelvins) doesn't conflict with mission-essential safety and performance.

Coastal Resources and Coastal Uses:

13. Executive Summary 15-5: Summary of Environmental Effects: 14 resource areas were considered to provide a context for understanding and assessing the potential environmental effects.
13. 3-27-16: Coastal resources encompass the natural resources present within coastal waters and on adjacent shoreland, including fish and animals and their habitats.
13. 4-24-30: list of coastal resources addressed.
14. 3-82-20/23:
15. 5-3-20/30:
16. 3-82-20/23:
18. 3-109-22: The Satilla River is a blackwater river with limited fish species diversity due to extreme variations in flow and relatively homogenous habitat within the river system. The river does support fisheries for redbreast sunfish and catfish.

North Atlantic Right Whales:

19. Appendix A-264-4c: boats/vessels 65 feet in length or longer conducting clearance within the Southeast Seasonal Management Area of the Atlantic Ocean would restrict speeds to 10 knots or less to avoid accidental strikes to North Atlantic right whales and manatees, especially during right whale calving season (November 15 to April 15).

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Coastal Stormwater Supplement:

- 21. 1-7-37: A Storm Water Pollution Prevention Plan and E&S control plan are required.
- 21. 2-8-16: Vertical Launch Facility would be 29 acres plus 25' cleared buffer outside fence and 2 stormwater retaining ponds
- 21. 2-12-10: Two retention ponds for stormwater runoff would be 8' deep with a combined surface area of 7,200 sf and total retention of 58,000 cubic feet
- 21. 4-11-23: increased turbidity and stormwater runoff during construction will use BMPs and stormwater controls.
- 21. 4-12-13: although there would be a vegetated buffer of at least 25 feet along all creeks, there is the potential for impacts to marine and estuarine animals from stormwater runoff.

Pre-Launch Activities (Wet Dress Rehearsal and Static Fire Engine Tests):

- 23. 2-31-33: Closures could last up to 12 hours on launch day, with 4-6 hours being typical. The 12-hour closure allows for potential aborts and contingencies. A closure for a wet dress rehearsal or static fire engine test would be shorter than for a launch, typically 3 hours or less and would include only those areas within a 2-mile radius of the launch pad.
- 24. Executive Summary 11-26: Closures could last up to 12 hours on launch day, with 4-6 hours being the typical closure time for a nominal launch. The 12-hour closure period allows for potential aborts and contingencies.
- 24. Executive Summary 11-28: A closure for a wet dress rehearsal or static fire engine test would be shorter than for a launch, typically 3 hours or less and would include only those areas within a 2-mile radius of the launch pad.

Notification of Closure Areas:

- 25. Executive Summary 14-12: In the event that the launch would be postponed, closure and hazard areas would be reestablished for the rescheduled launch.
- 25. 2-25-8: Notifications announcing the launch and identifying the closure area would be made as much as a month in advance, although shorter notifications of two weeks or less are possible, depending upon launch specific turnaround times or possible launch delays.
- 25. 2-27-17: Typically an estimated launch window can be established 6-12 months in advance and is usually publically published. Specific target date(s) for actual launch, wet dress rehearsal and/or static fire engine test and associated hazard area closures is typically identified 1-3 months in advance and made available to county officials and the public for planning purposes. Notification would include backup closure dates.
- 25. 2-27-35: The actual date for the anticipated activity (to include hazard area closures) would be re-confirmed about 2 weeks in advance and notification would once again be made to officials and the public. Changes in the estimated, target and/or actual dates could occur any time prior to the planned activity due to weather, technical issues, or other mission critical parameters; in such cases the officials and public would be notified of any cancellation or changes in target date of the activity and any associated hazard area closures.
- 25. 2-33-1: In the event that the launch would be postponed, closure and hazard areas would be reestablished for the rescheduled launch.
- 25. 4-94-21: Restricted access/closures could have potential impact on various economic activities, most notably public activities on Cumberland Island or recreational and

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- commercial boating. Notification of launch and closure areas could be made up to a month in advance, or 2 weeks or less in advance.
- 26. 4-94-26: Advance notifications would allow recreational and commercial users to plan activities accordingly to avoid closure areas in most cases.
 - 27. CRD Reefs Figure 1: Stafford Island Inshore Reef, Henry Vassa Cate/Twin Sisters Inshore Reef, Jekyll Island Pier Inshore Reef, and “A Reef” Offshore Reef.
 - 28. 1-8-3: CRD requests notification in writing of all launch operations that require public notification so they can assist in alerting the affected public of upcoming closures.
 - 28. 1-8-7: Individual Security Plans between the County and launch operators must be submitted to CRD to determine if any additional permissions/permit are required.
 - 28. 2-28-14: Individual Security Plans must be submitted to DNR to determine if any additional authorizations are required prior to implementation.
 - 29. CRD Access Points Figure 2: Blythe Island Drive, Blythe Island Regional Park, Brunswick Landing Marina, Crooked River State Park, Harriett’s Bluff, Hickory Bluff, Jekyll Beach, Jekyll Creek, Jekyll Harbor Marina, Jekyll Wharf Marina, Mackay River, Morningstar Marina, S. Brunswick River, Satilla Waterfront Park, Sea Island Yacht Club, Sidney Lanier Park, Spring Bluff (Little Satilla River), St. Simons Boating & Fishing Club, and White Oak. Refer to Figure 2.
 - 30. 2-27-42: DNR recommends avoiding or minimizing launch operations requiring closures on weekends, holidays and during organized fishing tournaments in the vicinity, as well as posting closure dates/times at all public access points within 10 miles of the proposed closure areas, including public boat ramps, 30 days in advance.

Closing State Waters:

- 32. Executive Summary 5-43: Public access to vicinity of launch site would be restricted during launches, wet dress rehearsals, and static fire engine tests.
- 32. Executive Summary 14-3: The security plan would include a process for clearing offshore areas. The process would include coordinating with USCG, issuing NOTMAR, and clearing the offshore area. USCG could conduct a boat patrol to sweep the offshore area; sweeps would continue until the launch operator is ready to load propellant to the vehicle (approximately 3 hours prior to launch). If necessary, a final sweep of the closure areas by manned fixed-wing aircraft or unmanned aerial vehicle could be implemented at this time to ensure the areas are clear.
- 32. 2-26-25: A Security Plan, developed by Camden County in cooperation with the launch operator, would outline the process (e.g. the establishment of closure areas) to prevent the public and other nonauthorized personnel from accessing the area during hazardous operations
- 32. 2-28-36: Camden County would coordinate with the following entities to develop and implement the Security Plan: Camden and Glynn Counties, State of Georgia law enforcement, Brunswick, St. Marys, Woodbine, Kingsland, NPS, Navy, FAA, Crooked River State Park, Jekyll Island State Park, FWS, DOT, and USCG.
- 32. 2-31-4: Advanced planning work sessions with all stakeholders would occur to ensure every organization’s role and responsibilities are defined and a detailed launch checklist would be created. Provisions for “authorized persons” would be determined and implemented (e.g. residents, vacation house owners and permit-holding campers, NPS personnel). Should

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those persons wish to depart the area on Cumberland or Little Cumberland for the launch, Spaceport Camden personnel may facilitate transportation to and from the day of the launch.

32. 2-31-14: Camden County proposes to limit public access during launches on Harriett's Bluff Road/Union Carbide Road and 2 other locations on logging roads near the launch site (Exhibit 2.1-11) with Camden County Sheriff's Department. Sheriff would also set up additional waterborne and land security checkpoints along the Satilla River/St. Andrews Sound area, Atlantic Ocean and Cumberland River. Proposed closure area would be further developed in consultation with FAA, FWS and NPS to ensure areas are properly secured with minimal impact to activities and operations.
32. 2-32-14: Security Plan also includes process for clearing offshore areas. USCG could conduct a boat patrol to sweep the offshore area to make sure it is clear.

Reasonably Foreseeable Impacts to Coastal Uses and Resources:

33. 1-6-41: Consultation under Section 7 ESA with FWS is complete & concurred with "may affect but not likely to adversely affect" provided that conservation measures identified in the consultation are implemented
33. Appendix A pages 330-344 Section 2.3
34. 1-6-38: Consultation under Section 7 of the Endangered Species Act with NMFS is in progress
34. 1-6-43: NMFS & FWS opinions may identify special terms and conditions for impact avoidance and mitigation measures that would be required to be implemented as part of the Proposed Action and/or alternatives and will be included in the Final EIS.
35. 1-7-22: FAA has initiated consultation by providing SHPO with a no adverse effect for historic properties. FAA seeks concurrence on this effect determination, as well as input on any mitigation measures required to avoid or minimize impact on identified resources.
35. 3-51-33: January 2016 FAA began Section 106 Consultation with SHPO
35. 4-4-13: NMFS consultation is ongoing, FWS consultation is complete and requirements will be incorporated into the FEIS.
36. 6-3-9: no specific mitigation measures identified. Any additional measures resulting from GDNR coastal consistency review will be included in the FEIS
37. 6-1-7: mitigation measures to be implemented would be identified in the Record of Decision and incorporated into a Mitigation Plan that would indicate implementation and monitoring requirements, timelines for implementation, and roles and responsibilities with regards to mitigation measure implementation and monitoring.

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United States Department of the Interior

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ER 18/0130
9043.1

June 12, 2018

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

Re: Comments and Recommendations on the Draft Environmental Impact Statement (EIS)
for the Proposed Issuance of a Launch Site Operator License to the Camden County
Board of Commissioners, Georgia

Dear Ms. Zee:

The U.S. Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) for the Proposed Issuance of a Launch Site Operator License to the Camden County Board of Commissioners, Georgia. We offer the following comments for your consideration:

Section 4(f)

The Department's biggest concerns are related to the use of Cumberland Island National Seashore (CUIS) and potential adverse impacts to the park associated with future operations of Spaceport Camden. Based on our review of the DEIS, the conclusions related to use of Section 4(f) resources are not substantiated. Section 4.5.1.2 of the DEIS states, "*At the time when individual launch licenses are applied for, FAA will evaluate the potential for restrictions in access and closures for parks and recreational areas that qualify for protection under Section 4(f) to result in a constructive use of the properties. Further coordination with officials with jurisdiction over the properties will occur at that time in order to arrive at a constructive use determination.*" Furthermore, Section 4.5.1.2 states that, "...*the Proposed Action would not result in the permanent incorporation or temporary occupancy of Section 4(f) properties.*" The document states, "*The potential for constructive use to occur as a result of closures or restricted access to parks and recreational areas is not evaluated in this analysis*" and cites that additional specific information is required about the individual launches that may take place at the proposed launch site.

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23 CFR 774.15 (e) states: "...that a Constructive Use occurs when.

(3) The project results in a restriction of access which substantially diminishes the utility of a significantly publicly owned park, recreational area, or historic site;"

In addition, all of the conditions listed below from 23 CFR 774.13(d) must be satisfied to not constitute a Section 4(f) temporary occupancy use:

(1) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;

(2) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

(3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;

(4) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and

(5) There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions."

The DEIS provides sufficient detail that the proposed action would directly, indirectly, and cumulatively adversely affect CUIS in ways that should be considered both a long-term constructive use of the park and a temporary occupancy in the least. The United States Congress designated the CUIS' Wilderness Area in 1982, and it now has a total of 9,886 acres of designated wilderness and 10,500 acres of potential wilderness. Designated Wilderness is the highest level of conservation protection for Federal lands. The proposed launch trajectory would be directly over the CUIS Wilderness Area and have significant impacts to the wilderness character of this area due to increased noise, lighting and other man-made intrusions associated with spaceport operations.

Furthermore, the DEIS describes a number of operational disruptions and impacts to CUIS residents, staff and visitors associated with spaceport operations. These include the potential mandatory displacement of all non-authorized personnel, visitors and residents within the flight trajectory during launch activities, as well as the cessation of all legislatively mandated tours of CUIS, particularly those transporting visitors to and from the historic sites located adjacent to Wilderness in the northern part of the island. Construction activities and spaceport operations will also likely have an adverse effect on CUIS historic properties. It is the opinion of the officials with jurisdiction that these cited Section 4(f) uses would occur at CUIS, and there is not concurrence that the provisions of 23 CFR 774.13(d) have been satisfied due to these adverse impacts to the purpose for which CUIS was established and recognized as a Section 4(f) property.

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Cumberland Island National Seashore

Executive Summary

1. The Final EIS should better define who constitutes “authorized persons” as described throughout the document. For example, who makes the final decision as to who are authorized persons? The issue of “authorization” also raises questions related to liability for that designation to both individuals and organizations. Should an accident occur, who is liable for potential injuries, fatalities, and/or property loss & damage for the authorized persons? Is the determination of liability supported or contradicted by any Federal and/or State laws and regulations? How does this liability correspond with recently enacted Georgia legislation regarding space launch activities? This needs to be further defined and addressed throughout the Final EIS. — SA-08
— PA-27
— PA-28
2. Who is responsible for removing/enforcing potentially unauthorized persons, namely private residents and visitors, from Cumberland Island? What is the envisioned role and responsibility of the National Park Service (NPS) during operations, pre-launch and closure activities? PA-29
3. The NPS requests the ability to review the results of the Risk Analysis/Safety Review conducted by the FAA as part of the Launch Site Operator License application review. NPS also requests ability to review any Risk Analysis/Safety Review done in conjunction with each Launch Operator License application review. SA-22

Table ES-1

1. Land Use – Based on the nature of sky glow, it would not likely be limited to west shoreline areas only. Open areas, particularly the eastern shoreline and northern shorelines, could be affected by sky glow from spaceport operations. The northwestern shoreline would also be affected by visual intrusion. The Final EIS should address this specifically in both the Executive Summary and associated impacts sections. VE-16
2. Visual Effects – NPS questions that Spaceport elements would “*...not be dominant in the viewshed from the western shoreline of the wilderness area*”. Standing at the Brickhill Bluff Campsite and looking to the west the only thing one currently sees (that is not natural) is one tower to the distant southwest, a distant white dot to the northwest that may be the dock area on the Bayer Crop Science property, and the occasional boat. While Spaceport facilities may not be a large percentage of the viewshed they will certainly be a focal point and noticeable new intrusion into the viewshed from this area. VE-17
3. Historical, Architectural, Archaeological and Cultural Resources - The statement, “These temporary effects to historic properties’ setting are unlikely to result in any adverse effect or significant impact to cultural resources.” NPS disagrees with this conclusion. The cultural landscape runs the entire length of the island and overlaps with the Area of Potential Effects (APE) for audible and visual effects. The historic setting (location, viewshed) of the National Register-listed and eligible districts and resources on CUIS is a significant feature of these designations with a high degree of integrity. The permanent — CR-16

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facilities will adversely impact this setting. The soundscape is also a significant feature of these historic properties. The character and intensity of the noise resulting from the launches is in contradiction to the current setting.

— CR-16

Section 2.1 - Proposed Action

1. Page 2-34, Line 21 - Given the percentages of failure at 2.5% to 6% and 12 launches proposed annually, this appears to be a calculated failure rate of once every 3.33 years on the low end and once every 1.4 years on the high end. NPS recommends describing the data in this manner in the Final EIS.] SA-03
2. Page 2-34, Line 30 - Analysis of various exhibits in previous sections of the EIS seems to indicate that the launch pad is well short of the 10,600 foot distance required from the launch site boundary. Please describe if this is accurate and more importantly, the effect of not apparently meeting this standard as it relates to safety.] PA-30
3. Page 2-35, Line 5 - There is no mention of the potential for flaming debris to fall on land. What is the likelihood for this type of catastrophic event and the associated impacts? This should be addressed in the Final EIS.] NP-38

Section 3.2 - Biological Resources

1. Page 3-13, Lines 1-5 - Marsh grasses are the dominant plants in nearby tidal marshes and have been completely left out of the text. Recommend additional description of this important habitat in the Final EIS and suggest further investigation of the critical role of salt marsh as EFH and any potential impacts from spaceport construction and operations.] BR-12
] BR-40
] CO-11
2. Table 3.2-2 - There is no explanation in the Notes as to what "C" represents.] BR-09
3. Page 3-15, Line 37 - Should it be Exhibit 3.2-3 and not 3.2-2?] BR-10

Section 3.5 - Department of Transportation Act, Section 4(f)

1. Page 3-36, Line 1 - Section states, "...private ferries carry people and vehicles to the island..." It should be characterized as "...private operators carry island residents, their vehicles, and/or guests to the island..."] SF-02
2. Page 3-37, Line 36 - Open 365 days a year and not 356.]

Section 3.8 - Historical, Architectural, Archaeological, and Cultural Resources

1. Page 3-61, Lines 1-2 - The statement, "...the north end of Cumberland Island, lies within the APE for audible and visual effects; no archeological resources have been documented in this area of the APE." is incorrect. Archeological resources, including Fort St. Andrews have been documented. Please include this information and potential for impacts in the Final EIS.] CR-17

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2. Page 3-61, Line 21 - Mocama is spelled incorrectly

]-CR-08

Section 3.12 - Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

1. Page 3-82, Line 14 - Current camping capacity at Sea Camp is 96 with an additional 20 people at each of the two group sites there. Thus, there is a capacity of 136 at Sea Camp Campground. Capacity at each of the other four campsites is 24.]-SO-05
2. Page 3-82 - The legislatively mandated (Public Law 108-447, 118 Stat. 3072 (December 8, 2004)) Lands & Legacies Tours should also be discussed in current conditions as it includes the north end of the island and will be adversely impacted by any closures. It should also be addressed in the subsequent Environmental Consequences section(s). The NPS, through a concessioner, currently offers daily Lands & Legacies Tours, carrying 12 visitors on each trip. The NPS is authorized to provide as many as eight of these tours daily. The tours include stops at Plum Orchard, the Cumberland Wharf, and the Settlement. Tour reservations can be made up to six months in advance. This is a significant visitor experience and socioeconomic impact that must be assessed in the Final EIS.]-SO-06
3. Page 3-82, Line 18 - In accordance with Georgia Department of Natural Resources regulations, the hunts are scheduled up to two years in advance. NPS supports inclusion of the mitigation measure in Chapter 6 that addresses potential impacts to these hunts.]-SO-07

Section 3.13 - Visual Effects

1. Page 3-82, Lines 4-5 - Removing vegetation from the equation skews the accuracy and quality of the viewshed analysis, particularly when taking into account Cumberland Island and wilderness where vegetation will always be present. Furthermore, removing vegetation does not accurately depict the Current Conditions. The method of bare earth analysis is further confused by the regular discussion of vegetation in the table. This should be discussed and potentially corrected in the updated analysis for the Final EIS.]-VE-18
2. Page 3-89, Line 28 - Within the text of the Final EIS, please describe the process used to select sites. Given the current research on ALAN (artificial lights at night) effects to both human and animal health, please include a discussion of potential impacts to human health and wildlife from increases in light at night from the facility. This can be included in the visual effects section or in the section on wildlife and human impacts.]-VE-19
3. Table 3.13-1 - Brickhill Bluff - Lines 5-6. The description of the current viewshed conditions is not accurate. The housing enclaves at Cabin Bluff and elsewhere are only visible at night and visibility is low. Jekyll Island is not visible at all, which is a flaw introduced by removing vegetation from the analysis. This should be corrected in the Final EIS.]-VE-20

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4. Page 3-100, Lines 1-2 - NPS finds the assessment inaccurate due to the bare earth analysis as discussed in our previous comment.] VE-21
5. Page 3-100, Line 14 - Adjective “fairly” should be removed. Exhibit 3.13-3 identifies the views as “unobstructed”, which is accurate.] VE-22

Section 4.1 - Air Quality

1. Page 4-3, lines 12 and 15 - Unlikely is a term that does not match with the failure rates described on page 2-34 used to describe launch failures and more importantly the impacts from any potential launch failures. Failures have occurred throughout the history of space flight and they are likely to occur again.] SA-03
SA-21
AQ-02

Section 4.2 - Biological Resources

1. Page 4-8, Line 16 - The second most impacted habitat is maritime forest. This should be considered as suitable or optimal wildlife habitat.] BR-48
2. Page 4-15, Lines 6-8 - Why are the reactions of feral horses discussed as opposed to native species such as deer? There does not appear to be any specific analysis of spaceport operations impacts to biological resources in this section. The analysis of terrestrial animal response should not be based on one isolated, 1:17 video from YouTube as cited in this section. Feral horse and other terrestrial animal reactions to stimuli vary up and down the island based on a number of factors including amount of exposure to people, vehicles, aircraft, etc. There is a dramatic difference in noise exposure from landing and takeoff of small planes to sonic booms, launches and other tests associated with spaceport operations. This should be addressed in the Final EIS.] BR-13
3. Page 4-20, Lines 20-22 - The potential effects are likely underestimated and appear to contradict what is later stated in lines 28-29. Depending on the intensity of the fire and the (vegetative) fuel loads & types, the impacts of a fire will vary and may include complete stand replacement or habitat alteration as an impact. This can be managed to some degree and should be addressed in the Final EIS.] BR-14

Section 4.4. - Coastal Resources

1. Page 4-25, Lines 18-21 - While the construction areas would not directly impact CUIS, construction activities would indirectly impact the park due to noise from machinery, vehicles, horns, and especially pile-driving activities. Please add text in the Final EIS describing that for visitors to the seashore during the 5-month construction period, the noise would be inconsistent with wilderness character and would present interference with natural quiet. There are several places where appropriate language has been included and should be duplicated on page 4-25 (e.g., Section 4.9.1.1, page 4-56, lines 38-44 and continuing on page 4-57; Section 4.11.1.1, page 4-71, lines 9-21; Section 4.12.1.1, page 4-92, lines 28-31).] CO-02

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2. Page 4-25, Lines 20-21 - Noise related to construction activity will have an impact on CUIS; particularly pile driving.]- NC-01
3. Page 4-25, Lines 30-39 - Thank you for including an estimation of percent highly annoyed. However, this section should include some additional context. Since DNL is included here and used to calculate percent highly annoyed, please add text that acknowledges the limitations of DNL in general for evaluating quiet park settings, and in particular, for calculating the percent highly annoyed since it dilutes the noise energy by incorporating over 340 days in which no launch, land, or engine test noise occurs. Please describe how “annoyance” typically characterizes community response around airports, and not quieter settings like parks which do not manage to simply avoid annoyance, but to instead provide exceptional experiences where there may be an expectation of natural quiet, or in wilderness settings which are to afford outstanding opportunities for solitude. Please convey that beyond annoyance, the visitor experience would be one that is inconsistent with expectations for wilderness and quiet settings. There are several places where appropriate language has been included and should be duplicated on page 4-25 (e.g., Section 4.9.1.1, page 4-56, lines 38-44 and continuing on page 4-57; Section 4.11.1.1, page 4-71, lines 9-21; Section 4.12.1.1, page 4-92, lines 28-31).]- NC-12
CO-03
4. Page 4-26, Lines 2-4 - Assessment of existing conditions is anecdotal as it does not appear that any baseline information on noise levels on CUIS was gathered for the DEIS. Recommend referring to previous noise assessments that were done for the CUIS Transportation Management Plan (pages 100-105). Link:
<https://parkplanning.nps.gov/document.cfm?parkID=371&projectID=16447&documentID=27900>.]- NC-04
CO-04
Final EIS preparers should be aware that the parameters for the data and the thoroughness of the data collection are not provided. It should also be understood that natural sounds are also part of the equation, including waves breaking on the beach.

4.5 - Department of Transportation Act, Section 4(f)

1. Page 4-30, Lines 16-18 - Section fails to recognize that the lightning towers, water tower, and potentially the vehicle integration building will be visible beyond the spaceport footprint and will permanently change existing landscapes. This should be addressed in the Final EIS.]- SF-03

4.7 - Hazardous Materials, Solid Waste, and Pollution Prevention

1. Page 4-42, Lines 13-15 – The Final EIS should specify that all response activities will be coordinated with the affected landowner(s).]- HW-11
2. Page 4-42, Lines 31-26 - FAA has stated previously, including responses to previous NPS queries, that all materials are consumed in the launch of a rocket and/or no materials are discharged from rockets. The statements discussing sweeps after each event to recover materials and vehicle debris would be a contradiction to these previous]- HW-12

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statements. Therefore, the Final EIS should address what type and volume of materials can be expected to discharge from rockets?

– HW-12

4.8 - Historical, Architectural, Archaeological, and Cultural Resources

1. Page 4-47, Lines 39-45, and Page 4-48, Lines 1-4 – There is no analysis in this section to substantiate the conclusion in the DEIS that there will not be any construction noise or vibration impacts to historic properties in the Area of Potential Effect. Construction activities, particularly pile driving, will be audible and will likely have adverse effects to the setting of historic properties on CUIS. The Final EIS should include specific noise modeling and analysis that demonstrate the attenuation of noise impacts from construction to historic properties on CUIS.
] CR-16
2. Page 4-48, Line 20 - “easternmost” should be westernmost.
] CR-09
3. Page 4-48, Line 27 – Similar to the above comment, there is no explanation as to why it will not be an adverse visual effect. Structures and lights would be visible from the portion of the Cumberland Island Cultural Historic Landscape that lies within the indirect APE, introducing elements to the setting of the historic landscape that affect a key characteristic of its eligibility. The NPS believes these intrusions represent adverse effects, particularly when combined with operations impacts.
] CR-16
4. Page 4-48, Lines 34-35 - The paragraphs in line 15-27 contradict this statement for cultural landscapes, particularly on the western portions of High Point – Half Moon. As described previously, construction activities, particularly pile driving, will be audible and will likely have adverse effects to the setting. This should be addressed in the Final EIS and through Section 106 consultation.
] CR-16
5. Page 4-50, Lines 32-36 – The Final EIS should describe the condition of the structures identified as the basis for the research used to establish the predictive one per 100, and in turn support the assessment that “the probability is low” for structural impacts from vibration. This comparative analysis and background is important to understand and support conclusions related to impacts to the historic properties in the APE.
] CR-16
6. Page 4-51, Lines 7-8 - Per our previous comment, what was the condition of the buildings used to determine the 1 per 1000 threshold and support low probability?
] NC-31

4.9 - Land Use

1. Page 4-56, Line 37 - “Travel” should be Transportation.
] ED-01
2. Page 4-59, Lines 6-7 - It is understood that the 12 launches per year is the measure. However, it does not take into account the reality of delays and reschedules. Is there data available that evaluates the frequency of delays, scrubs, and reschedules associated with the FAA’s representative launch vehicle? The incorporation of such data would enable a more realistic assessment of the impacts. This should be included in the Final EIS.
] LU-02
] PA-31

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3. Page 4-59, Lines 5-19 - It should be noted somewhere in the paragraph that reservations for the ferry, camping, and Lands & Legacies tour can be made up to six months in advance.

LU-01
SO-08

4.11 - Noise and Noise-Compatible Land Use

1. Page 4-72, Lines 1-35 - Pre-launch operational activity, especially during two-week surge operations, could have noise levels comparable to construction. For example, helicopters may transport people, pumps and other heavy equipment. Loudspeakers could be 52 dB LA,max on Cumberland Island (pg. 4-72). Please add text describing that for visitors to CUIS during these times, the noise would be inconsistent with wilderness character and would present interference with natural quiet. There are several places where appropriate language has been included and should be duplicated on page 4-72 (e.g., Section 4.9.1.1, page 4-56, lines 38-44 and continuing on page 4-57; Section 4.11.1.1, page 4-71, lines 9-21; Section 4.12.1.1, page 4-92, lines 28-31).

NC-05

2. Page 4-88, Lines 21-34 - The EIS states that visitors to Cumberland Island during launches would not necessarily be representative of typical backcountry visitors. However, many variables will influence whether visitors' expectations align with actual events. Weather and technical delays, and the fact that visitors may make reservations months in advance, may result in some visitors who would like to see a launch missing it, and vice versa. Thus, this sentence should be modified because it suggests that all visitors are there to witness a launch. We advise that this sentence beginning with "However..." be removed. The word "annoyance" is used in lines 27 and 34. However, the "annoyance" response was initially developed to characterize the responses of communities around airports, and not quieter settings. Because parks do not manage to simply avoid annoyance, but to instead provide exceptional experiences where there may be an expectation of natural quiet, or in wilderness settings which are to afford outstanding opportunities for solitude, please remove the word "annoyance" and instead characterize the experience as one that may be inconsistent with wilderness character and would present interference with natural quiet.

NC-06

4.12 - Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risk

1. Page 4-94, Lines 41-42 - Clarification is needed: There are currently two other docks in operation; The Dungeness Dock, which is the other primary ferry dock for visitors, sustained heavy storm damage and is closed for repairs.

SO-09

4.13 - Visual Effects

1. Page 4-100, Lines 17-20 - It states that impacts were identified as minor to moderately adverse. However, Table 4.13-1 has several observation points identified as moderate to high.

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2. Table 4.13.1, Brickhill Bluff - The “small number of” park visitors is a misleading qualifier. While at any one time the number of visitors may be small but, over the cumulative years of Spaceport existence the number of visitors impacted will reach into the thousands.]-VE-24
3. Table 4.13.1, Cumberland Wharf - The vehicle integration building is likely to be visible from Cumberland Wharf as it is an elevated position of 35-45 feet ASL.]-VE-25
4. Table 4.13.1, Ice House Museum - Views from this point to Kings Bay and St. Marys would be westward not eastward.]-VE-26
5. Table 4.13.1, NPS CUIS Visitor Center – The Final EIS should clarify the light emissions discussion: the light emissions/glare would be visible but the sky glow would not?]-VE-27
6. Page 4-109, Line 18 - Brickhill Bluff is located on the west shoreline of Cumberland Island not the east.]-VE-28
7. Page 4-109, Lines 32-33 - The overall impact of moderate conflicts with the overall impact stated in Table 13.1-1 of moderate to high.]-VE-29
8. Page 4-110, Line 1 - The U.S. Route 17, Sidney Lanier Bridge in Brunswick would be more representative as it is much more elevated than the Jekyll Bridge and southbound traffic on the Lanier Bridge has a direct line of site to the Spaceport.]-VE-30
9. Page 4-110, Lines 44-45 - The VLF towers will not be visible from the Settlement.]-VE-31

4.14 - Water Resources

1. Page 4-125, Lines 17-24 – The Final EIS should address the extent to which wetland impacts of a launch failure could occur beyond the Spaceport property.]-WR-01

5.3 - Cumulative Impact Analysis

1. Pages 5-4 to 5-10 - Generally speaking, conclusive statements for the impact analysis for each resource are inconsistent in wording/terminology, vague, or sometimes not stated at all. As such, it can be confusing in regards to what is the final conclusion. Impact analysis conclusions should be clear, concise, and use consistent language/terminology.]-CI-17

6.13 - Visual Effects

1. Page 6-7, Line 23 - Section 6 page 7 line 23 links to “Page not found”. Please include a corrected link and the color chart.]-ED-02

Moreover, the purpose of the DEIS is to evaluate the potential environmental impacts that may result from the Federal Aviation Administration (FAA), Office of Commercial Space Transportation’s proposed action of issuing a Launch Site Operator License to the Camden County Board of Commissioners (County) to operate a proposed commercial space launch site, called Spaceport Camden. The license would allow the County to offer Spaceport Camden to

-GC-10

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commercial launch operators to conduct vertical launches. The County proposes to construct and operate Spaceport Camden in an unincorporated area approximately 11.5 miles due east of Woodbine on a 4,000 acre tract that could be expanded to 12,000 acres. All land would be owned or leased by Spaceport Camden. Our comments are provided in accordance with provisions of the Endangered Species Act (ESA) of 1973, as amended; (16 U.S.C. 1531 et seq.), the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668 et seq.), Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds, and the Fish and Wildlife Coordination Act (FWCA) (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

– GC-10

Spaceport Camden would include a number of facilities: a vertical launch facility with propellant tank farm, water tower, launch pad with deluge system and water capture tank and shops/integration facility, a landing zone facility with fuel and oxidizer off-load tanks, a barge landing facility, a launch control center with payload processing facility, and an alternate launch control center with visitor center facility. The facilities would encompass less than 100 noncontiguous acres on the site. There would be fencing around each facility and on the western perimeter of the spaceport. Proposed operations would include up to twelve launches per year of liquid-fueled, medium-large-lift-class orbital and suborbital vertical launch vehicles. All launches would be conducted to the east over Cumberland Island and the Atlantic Ocean. Also, up to twelve static fire engine tests, twelve wet dress rehearsals, and twelve returns of first stage launch vehicles per year are proposed. The first stage returns could land at the landing zone at Spaceport Camden, on a barge in the Atlantic Ocean and be returned, or land in the ocean without recovery.

Under the proposed action, the County would be issued a Launch Site Operator License by the FAA to operate Spaceport Camden. All future vehicle operators would be required to apply to the FAA for a launch license prior to conducting launch operations.

The purpose of the NEPA review and drafting an EIS is to provide detailed information concerning significant environmental impacts. We opine that the DEIS is general and does not adequately describe impacts that are reasonably certain to occur. We will elaborate on this with remarks on species and the environment in the Specific Comments section that follows. Detailed information on reasonably certain prospective impacts should be understood and disclosed in advance of permitting or construction. This will inform agencies and the general public as well as the applicant to be prepared for the impact and/or possibly modify the proposed project, take different actions, or to make considerations to provide mitigation for impacts.

Alternatives

The Spaceport Camden DEIS evaluates three alternatives: the Proposed Action, the Ocean-Landing Only Alternative, and the No Action Alternative. From an environmentally preferred, fish and wildlife standpoint, we view each alternative as having different environmental effects, but does not view any alternative as definitely the most environmentally preferred. This is in part due to our perception of lack of adequate description and analysis of impacts.

The Proposed Action is as described above. Through the ESA section 7 consultation, it includes the development of both a comprehensive Protected Species and Habitat Management Plan (PSHMP) and a Light Management Plan (LMP). The PSHMP conceptually includes active

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management of the pine uplands to enhance the habitat for the benefit of some local species of concern such as the eastern indigo snake (*Drymarchon couperi*), striped newt (*Notophthalmus perstriatus*), and gopher tortoise (*Gopherus polyphemus*). Should the management goals be met, the condition of the environment would be preferred to the current on-site conditions of thick pine plantations. The Proposed Action also includes on-site landings of rocket first stages. This may raise the risk of accidental occurrences to the environment slightly over no on-site landings.

The Ocean-Landing Only Alternative eliminates the risk of adverse impacts from first stage landings on-site. As this was not the project considered in ESA section 7 consultation, no agreements have been made concerning protection of the environment based on this alternative. In general, the DEIS describes the on-site landings as not having an appreciable change to the environmental impacts. The Department opines that the first stages will land somewhere if not onsite and those landings may cause impacts where-ever they land. The Department considers this alternative to be very similar to the proposed action in terms of risk to the environment.

The No Action Alternative would not change the local environment. The on-site pine uplands would continue as heavily vegetated pine plantations which are not considered to be preferred or good habitat for many terrestrial species of concern (Ashton & Ashton 2008).

Endangered Species Act

We have completed ESA section 7 consultation for the proposed action. Re-initiation of consultation must be requested if; (a) the amount of take is exceeded (currently none is expected); (b) new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered; (c) the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered; or (d) a new species is listed or critical habitat designated that may be affected by the identified action.

The DEIS includes statements that the proposed action includes fencing each facility and fencing ‘the western boundary for security and to control access’. No fencing or other security/access control is proposed on the boundaries with creeks and marshes. Fencing the western boundary may interfere with movements of the ESA listed eastern indigo snake and the candidate gopher tortoise. This will depend on the type of fencing and installation. Element occurrence information indicates the local populations of both species extend across the western boundary of the Spaceport Camden. Fencing may be a barrier that divides populations and/or restricts seasonal species movements. Similarly, movements of the candidate striped newt may be restricted by certain fencing designs. We recommend boundary fencing to have a four to six-inch gap between the ground and bottom of the fencing to allow movement of snakes, tortoises, and newts. We encourage the fencing of each facility to prevent listed species interaction with construction or operations of the spaceport.

BR-68

As considered in the ESA section 7 consultation, the LMP is expected to protect listed species, especially sea turtles, from take. Verbal descriptions of lighting for pre-launch operations and night launches in a recent agency meeting on the spaceport gave an impression that even with a LMP there may be more lighting than we had understood during ESA section 7 consultation. The amount of direct light, indirect light, glow, and sky glow should be described and its expected

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impacts for the sea turtle nesting beaches. Spaceport lighting has the potential to cause misorientation of nesting sea turtles and hatchlings on the beaches. This could be through sky glow or the lights may be directly visible from Little Cumberland or Jekyll island beaches from the ends of the islands adjacent to St. Andrew's Sound. To minimize impacts to sea turtles; all facets of light management should be considered, especially minimization of total illumination and light in the blue portion of the spectrum.

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BR-19

Bald and Golden Eagle Protection Act

The Department requests that potential impacts to the bald eagle (*Haliaeetus leucocephalus*) be discussed more thoroughly for the benefit of all including the applicant, the County.

Section 4.2 states that construction activities would follow National Bald Eagle Management Guidelines. There is no mention of the probable take of an inactive eagle nest. Shellbine2 appears to be within the proposed launch facility site footprint. It was last active in 2008 and is in poor shape. Additionally, active nest Shellbine NW is located near the Launch Control Center Complex site. The DEIS does state that there would be permanent habitat loss at the four facility sites and that eagle nests occur within or near the construction ROI (region of impact). The eagle section ends with; ‘In summary, construction activities are not expected to result in a take of a bald eagle’. This summary does not adequately acknowledge what eagle resources are present on the site and what is reasonably certain to occur to them.

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Concerning Operations, the DEIS states: ‘Camden County is responsible for determining if a Bald and Golden Eagle Protection Act permit is necessary.’ United States Fish and Wildlife Service (USFWS) scoping comments included: ‘Currently five nests are documented nearby; three active and two inactive. ... One of the active nests is on Pompey Island, approximately one half mile north of the currently proposed launch facility.’ The Operations – Visual Impacts section of the DEIS describes the spaceport lighting as possibly having moderate to high impacts at an island further away than Pompey. The Department opines that the DEIS should include acknowledgement of the active nests. In particular a description of anticipated impacts, including from lighting and launches/landings, to the nest, eggs, chicks, and adult eagles should be included for the Pompey Island and Shellbine NW nests.

Responsibilities of Federal Agencies to Protect Migratory Bird

A portion of a DEIS section on migratory birds states: ‘Operations would not have any significant impacts on migratory birds.’ The Satilla Marsh Island Natural Area is mentioned in the Marine Protected Areas section. The DEIS states no adverse impacts are anticipated from construction or operation. Launch sound impacts on migratory birds is covered with the statement: ‘Due to the short duration of high noise levels, the behavioral effects would be temporary, bird species would be expected to resume normal behavior after the disturbance was over. Operations would not have any significant impacts on migratory birds.’

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The Department opines that the above does not adequately directly address the USFWS concern expressed in their scoping comments concerning the brown pelican (*Pelecanus occidentalis*) rookery. The USFWS stated that the brown pelican has a nesting colony on an island (Satilla Marsh Island Natural Area) in the Satilla River approximately 1.5 miles northeast of the

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proposed launch pad. The colony has been extant for over 20 years and has up to 400 nesting pairs per year. The DEIS migratory bird and marine protected areas sections do not mention the pelican rookery. The sound impacts discussion does not acknowledge that at times eggs and/or flightless chicks will most likely be in nests on the island during launches and first stage returns. It is not clearly stated what the reasonably expected effects and impacts would likely be to nesting adults, eggs, and chicks (i.e. overheated eggs or flightless chicks abandoning nests). The Operations – Visual Impacts section includes an assessment of spaceport lighting from the Satilla Marsh Island Natural Area. The assessment describes lighting impacts as prominent during launch windows (once per month) and annual night launch. Lights and sky glow may impact wildlife circadian rhythms and processes. Overall impact is described as moderate to high. These descriptions do not seem to align with the DEIS statements of no significant impacts on migratory birds.

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The operation section begins by stating that daily operational activities may result in injury, mortality, alterations to reproductive success, startle responses, and water quality alterations. In our opinion, these impacts are not clearly explained.

The operations section does state: ‘Bowles (1995) suggests that outcome measures, such as reproductive success, are better indicators of distress in animals than short term responses (i.e., startle reaction). … Most of the effects of noise on terrestrial animals are mild enough such that the effects might never be detectable as changes in population size or population growth against the background of normal variation (Bowles, 1995).’ However, the section does not give any direct assessments of species (i.e. eagle or pelican) expected reproductive success with the project.

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Fish and Wildlife Coordination Act

We consider the extensive tidal marshes, creeks, and river adjacent to the proposed Spaceport Camden environmentally sensitive natural resources. Similarly we consider the uplands and forested wetlands to be important as habitat for ESA protected species. Protection of all this through a Stormwater management plan in the DEIS is very generic and non-specific.

Operational impacts from new impervious surfaces and materials on site have the potential to increase Stormwater discharge introducing contaminants from runoff, which could impact the local environment (CSS 2009). Due to the proximity of the proposed facilities on the site to forested and tidal marsh wetlands, we recommend very protective provisions be made for Stormwater to be treated and held on site. We recommend incorporating the criteria in the Coastal Stormwater Supplement to the Georgia Stormwater Management Manual sections 4.4.3, 4.4.5 and 4.5.1 for primary conservation areas, extreme flood protection, and special criteria in the site development, construction, and operation. The DEIS does not state what level of protection is appropriate to safeguard the natural resources in the area.

WR-04

Site Contamination

Site contamination is mentioned in a few places in the DEIS. Statements include: “the land acquisition process would require completion of a Phase I Environmental Site Assessment. The Environmental Site Assessment would document environmental conditions at the Spaceport Camden site. … With implementation of the above procedures, no significant impacts would be

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expected from historical areas of contamination.' The Department recommends that as part of the DEIS, at least the Phase I Environmental Site Assessment should be done prior to the FAA issuing any permit. There is an existing environmental covenant on the site. It can be found in the Camden County, Georgia, Clerk's Office recorded on March 29, 2011. It describes the site as being subject to a Resource Conservation Recovery Act (RCRA) hazardous waste facility permit.

– HW-24

– HW-15

We recommend a Wildlife Hazard Assessment and Management Plan be prepared by U.S. Department of Agriculture - Wildlife Services (aka APHIS). Plan recommendations should be considered in the DEIS. For the plan and for the DEIS, a systematic survey for active raptor nests should be conducted within the 'hazardous airspace'. The distance for this should be defined by APHIS. Any other MBTA nests should be noted. Information from any other surveys necessary for the Wildlife Hazard Assessment and Management Plan should also be considered in the DEIS.

BR-69

Summary

The Department does not concur with Section 4(f) approval of this project at this time. We would be pleased to reconsider this position upon receipt of the documentation cited above. We also welcome the opportunity to sit down with you to discuss these concerns in a meeting that is mutually convenient.

SF-01

We appreciate the opportunity to comment on this project. The Department has a continuing interest in working with the FAA to ensure that impacts to resources of concern to the Department are adequately addressed. If you have any questions or require further information regarding these comments, please contact Steven Wright via email at Steven_M_Wright@nps.gov or (404) 507-5710 or Donald W. Imm via email at donald_imm@fws.gov or (706) 613-9493. I can be reached at (404) 331-4524 or via email at joyce_stanley@ios.doi.gov.

Sincerely,



Joyce Stanley, MPA
Regional Environmental Officer

cc: Christine Willis – FWS
Michael Norris - USGS
Anita Barnett – NPS
OEP/C – WASH

A0006

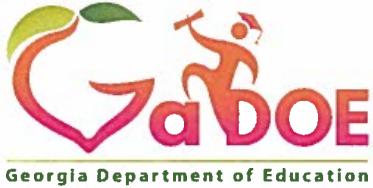
Spaceport Camden Project – Camden, Georgia – ER 18-0130

Literature Cited

Coastal Stormwater Supplement to the Georgia Stormwater Management Manual, First Edition (CSS) April 2009. Center for Watershed Protection, Ellicott City, MD. Available Online: (<http://www.georgiaepd.org/Documents/CoastalStormwaterSupplement.html>), Section 3.3.2 Effects of Land Development on Aquatic Resources.

Ashton R.E. and P.S. Ashton. 2008. The natural history and management of the gopher tortoise *Gopherus polyphemus* (Daudin). Krieger Publishing Company, Malabar, Florida.

A0007



Richard Woods, Georgia's School Superintendent

"Educating Georgia's Future"

June 12, 2018

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

Dear Ms. Zee:

On behalf of the Georgia Department of Education, I write to share my support for the Draft Environmental Impact Statement for Spaceport Camden. Spaceport Camden is a monumental educational opportunity for all of Georgia's children and the FAA has done a remarkable job balancing the operational integrity of Spaceport Camden with environmental protection. I commend you for your work.

The commercial space industry is revitalizing America's interest in space. The most recent SpaceX Falcon Heavy launch reminded many Americans that we still have the best and brightest aerospace engineers in the world. As Georgia's State School Superintendent, it is my job to encourage students to aspire to be the next generation of rocket scientists and ensure that Georgia's K-12 students are prepared to meet that challenge.

I am acutely aware of the need for more science, technology, engineering and math curricula in our public schools. Jobs of the 21st Century require our students to be proficient in complex mathematics, computer systems and the hard sciences like physics, chemistry and biology. The space industry touches all of these disciplines and attracting the best and brightest space researchers to Georgia will exponentially increase the quality of a public education in Georgia. For these reasons, I strongly support the Spaceport Camden initiative.

As I am sure you know, Georgia is home to one of the premier aerospace engineering programs in the world at Georgia Tech. It is my belief that Spaceport Camden will provide a pipeline of Georgia high school graduates to the aerospace programs at Georgia Universities for future aerospace careers in Georgia.

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard Woods".

Richard Woods
State School Superintendent, Georgia

A0008

From: Stacey.Zee@faa.gov
Sent: Thursday, June 14, 2018 1:06 PM
To: Rusty.Garrison@dnr.ga.gov; Mark.Whitney@dnr.ga.gov; Jason.Lee@dnr.ga.gov; Kelie.Moore@dnr.ga.gov; Jill.Andrews@dnr.ga.gov; Doug.Haymans@dnr.ga.gov; Jon.Ambrose@dnr.ga.gov
Cc: FAACamdenSpaceportEIS
Subject: EXTERNAL: FW: Comments on DEIS for Spaceport Camden
Attachments: Zee_letter[1].pdf; Zee letter 2018-6-14.pdf

Thank you John – much appreciated!

From: Ambrose, Jon [mailto:Jon.Ambrose@dnr.ga.gov]
Sent: Thursday, June 14, 2018 1:13 PM
To: Zee, Stacey (FAA) <Stacey.Zee@faa.gov>
Cc: Garrison, Rusty <Rusty.Garrison@dnr.ga.gov>; Whitney, Mark <Mark.Whitney@dnr.ga.gov>; Lee, Jason <Jason.Lee@dnr.ga.gov>; Moore, Kelie <Kelie.Moore@dnr.ga.gov>; Andrews, Jill <Jill.Andrews@dnr.ga.gov>; Haymans, Doug <Doug.Haymans@dnr.ga.gov>
Subject: Comments on DEIS for Spaceport Camden

Ms. Zee:

Attached please find comments submitted on behalf of the Georgia Department of Natural Resources, Wildlife Resources Division regarding the Draft Environmental Impact Statement for Spaceport Camden. Please feel free to contact Jason Lee (jason.lee@dnr.ga.gov or 912-262-3128) if you have questions or need additional information. Thank you.

- Jon Ambrose

Jonathan Ambrose, Ph.D.
Chief, Nongame Conservation

Wildlife Resources Division
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A0008



MARK WILLIAMS
COMMISSIONER

RUSTY GARRISON
DIRECTOR

June 14, 2018

Stacey M. Zee
Environmental Specialist
Office of Commercial Space Transportation
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Subject: Wildlife-related issues to be considered in preparation of Camden Spaceport Environmental Impact Statement (EIS)

Dear Ms. Zee:

The Georgia Department of Natural Resources Wildlife Resources Division (WRD) appreciates the opportunity to comment on the proposed spaceport in Camden County, Georgia. As the agency charged with managing native wildlife in the State of Georgia, we have reviewed the Draft Environmental Impact Statement (DEIS) and would like to highlight issues that should be addressed in the development of the final Environmental Impact Statement. Those recommendations are detailed below.

Natural Communities

The property contains several examples of significant coastal natural communities. These include high quality maritime forests, coastal forested wetlands, and a rare longleaf pine scrubby flatwoods community known from only a handful of sites on the Georgia coast. Protection of these natural communities by appropriate management is strongly recommended to conserve wildlife on the property.

One interest we have is conservation of the site's longleaf pine uplands, maritime forest, wetlands, and associated native wildlife. Underlying soils are predominantly Mandarin fine sand and Pottsburg sand, indicative of moderate-to-high quality gopher tortoise habitat. Gopher tortoises are also present in maritime forest on the property, an uncommon occurrence. Active management is necessary to conserve longleaf pine habitat. That management consists primarily of application of prescribed fire, which maintains the grassy herbaceous understory of longleaf pine upland and flatwoods communities and allows for longleaf pine regeneration.

The EIS should consider direct impacts to these habitats resulting from the development of spaceport facilities as well as longer term impacts associated with prescribed fire limitations that would affect management of fire-dependent habitats onsite and on adjacent properties. The EIS should also consider potential impacts resulting from disturbance of soils containing residual

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contaminants from previous industrial uses. Exacerbating factors such as the erosion of the Todd Creek bank and its impact to the adjacent landfill as well as sea level rise should be taken into consideration in this assessment.

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Reptiles

The project area currently has few artificial lights. Cumberland Island, Little Cumberland Island and Jekyll Island are significant nesting areas for loggerhead sea turtles. Exterior lighting associated with spaceport maintenance and launch activities could result in disorientation and mortality of hatchling sea turtles on nearby beaches and reduced nesting by adult females. The EIS should document existing lighting conditions and further estimate the impacts of the proposed facility on Sea Turtles, as the draft EIS indicates that lighting could adversely affect Sea Turtle hatchlings on neighboring Jekyll and Little Cumberland Island. A specific lighting plan with information including light quality, total volume and orientation of light used at the site during launch and non-launch periods should be provided for review. A model assessing changes to skyglow at the proposed site should be developed to help determine the effects on nesting sea turtles and hatchlings. The beaches of Little Cumberland, Cumberland and Jekyll have been monitored daily for sea turtle nesting from May-October since 1964, 1980, and 1991, respectively. These long-term datasets are critical for assessing sea turtle population status. Project personnel must be allowed daily access to sea turtle nesting beaches to maintain these long-term datasets.

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The gopher tortoise (a candidate for federal listing under the Endangered Species Act) is present onsite in significant numbers and is abundant on adjacent properties. The eastern indigo snake is also present in the immediate vicinity of the property. Due to this, the placement of fencing on the upland portion of property is a concern. In order for gopher tortoises, indigo snakes, and other reptiles to move freely across the property and maintain sustainable populations significant amounts of wildlife access points in fencing must be implemented. The EIS should further address the impacts of fencing on reptiles.

Birds

A thorough field survey is warranted to assess where birds of conservation concern are nesting onsite as well as in adjacent areas that might be impacted by spaceport activities. Surveys should also be conducted to delineate and document important foraging areas so these can be highlighted on emergency spill response maps and included in spill containment and remediation plans. Biologists and environmental staff at other rocket launching facilities such as Cape Canaveral as well as the scientific literature should be consulted regarding impacts of launches and related activities on birds.

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Another concern is the potential for chemical spills in the marsh, river, or along the shoreline that could contaminate food resources used by shorebirds, marsh birds, waterbirds, ospreys, or eagles. While the EIS should consider potential impacts of increased noise and accidental chemical releases on all native wildlife in the project area, the following are recommended as specific issues to be addressed for birds:

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Bald Eagles

There are three bald eagle nests in close proximity (~ 2 miles or less) to the proposed launch site. One eagle nest may be as close as $\frac{1}{2}$ mile from this launch site. Rocket blasts or other activities associated with a launch could potentially cause nest abandonment or otherwise impair nesting success. Bald Eagles benefit from specific Federal protection under the Bald and Golden Eagle Protection Act, and general State protection under the State taking of nongame species rule (27-1-28). Given the potential for disturbance to nesting eagles we recommend an incidental take permit, and associated monitoring of nests for impacts when launches coincide with nesting Bald Eagles (October through May). Given the safety issues associated with rocket launches we recommend cameras be used to monitor eagle responses at nests during any launches during the nesting period. Earlier in the nesting window eagles are particularly sensitive to disturbance and more likely to abandon nests than later in the nesting window. Beyond this, the established Bald Eagle Management Guidelines (USFWS 2007) should be carefully reviewed. The guidelines suggest that “Category H” disturbances, including “blasting and other intermittent loud noises” be kept more than $\frac{1}{2}$ mile from active nests.

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Wood Storks

The proposed launch site is located about 11 miles north of the second largest Wood Stork colony in the state. Nesting occurs March through August, which would correspond with the greatest likelihood of birds foraging that area. This federally threatened species nests in large numbers (up to 400 nesting pairs) at the Gilman Paper Mill site in St Mary's. These birds forage widely in the salt marsh and 11 miles is well within the established “core foraging area” for the species. This means any chemical spills that impact the saltmarsh would potentially have negative impacts on foraging Wood Stork. Other priority wading birds such as Tricolored Heron, Snowy Egret and Little Blue Heron also forage in the vicinity of this site and would be vulnerable to contamination.

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Satilla Marsh Natural Area

Due to its importance for nesting seabirds, shorebirds and wading birds, including its notable distinction as the longest running Brown Pelican colony in Georgia (active since 1990 and averaging 300-400 of pairs), Satilla Marsh Island was designated as a Natural Area and “Bird Island” by Executive Order in 1998. In addition to Brown Pelican, Great Egret, Snowy Egret and American Oystercatcher regularly nest on Satilla Marsh Island.

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Due to the proximity of this important nesting area (within 2.5 miles of the proposed launch site), the EIS should address any potential impacts to nesting seabirds, shorebirds and wading birds. This could include nest, egg or chick abandonment by adults and resulting nest failures. This colony should be video monitored to document any potential disturbance effects. It should be noted whether daytime or nighttime launches are particularly problematic, and launch windows adjusted accordingly. March through August is the nesting period.

A0008

The EIS should determine whether other launch sites in proximity to colonial waterbirds have noted any disturbances, the nature and timing of those disturbances in order to minimize the risk of disturbances at this colony.

Regarding birds, the EIS should further address:

- 1) Employment of safeguards to ensure that the eagle nests and the pelican colony will not be significantly impacted by rocket blasts or other launch-related activities.
- 2) Establishment of launch protocols to limit potential impacts to at-risk species (e.g., excluding launches during the pelican nesting season)
- 3) Plans and resources for monitoring the impacts of launch-related activities on nest use and nesting success of bald eagles, brown pelicans, and other species.
- 4) Protocols for minimizing impacts of accidental chemical releases.

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North Atlantic Right Whales

North Atlantic right whales are present in the flight path of the proposed launches from November 15 to April 15 yearly. The following mitigation measures are recommended to avoid conflicts with right whales and their calving habitat:

- 1) Avoiding harassment and injury to right whales generally:
 - a. First stage landings into the ocean, or onto barges floating on the ocean, should be prohibited within the right whale critical habitat (50 CFR 226.203) from November 15 to April 15 annually (Fig. 1). This includes Atlantic Ocean waters within 20-35 nm of the Georgia and northeast Florida coast.
 - b. Federal regulations prohibit any vessel or aircraft from approaching within 500 yards of any right whale (50 CFR 224.103).
- 2) Avoiding vessel impacts:
 - a. The DEIS emissions analysis indicates that small twin outboard vessels will be used to enforce waterway closures, but no details are provided about their operation. Vessels less than 65 feet in length are exempt from NOAA right whale speed regulations, but vessels as small as 43 feet have caused lethal injuries to right whales. To reduce the risk of whale collisions, we request that all vessels 26 feet and greater in length comply with NOAA ship strike rule regulations (50 CFR 224.105), including operating at speeds of 10 knots or less in the Southeast U.S. Seasonal Management Area (SMA) from November 15 to April 15 (Fig. 1).
 - b. All vessels should be equipped with operational AIS transceivers when operating in the right whale critical habitat and SMA from November 15 to April 15.
- 3) Right whale surveys and airspace closures:
 - a. Airspace closures may impact our ability to fly right whale Early Warning System (EWS) surveys which are conducted from December 1 to March 31 annually. EWS survey data are disseminated to commercial ships, channel dredges, military vessels and military aircraft in near-real-time, and are one of the primary tools for mitigating impacts to right whales in the Southeast U.S. calving habitat. EWS surveys are contingent on good weather conditions (e.g., low wind, high ceiling, good visibility) and can therefore only be conducted 2-3 days per week on

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average. While the DEIS does not specify the geographic extent or timing of airspace closures, it states closures will be comparable to those at Cape Canaveral, FL and Wallops Island, VA. Closures at Canaveral encompass waters out to 30 nautical miles from shore and 55 nautical miles north to south, and can last up to two days (when launches are postponed). Airspace closures of similar size and duration offshore of Cumberland Island will prevent EWS surveys from being flown over the Brunswick and St. Mary's shipping channel entrances, as well as portions of the Jacksonville Airspace Complex, thereby reducing effectiveness of ongoing EWS mitigation efforts. This is problematic because this area also has a high relative density of right whales from December to March in most years, including pregnant females and females with newborn calves. Rocket launches should be scheduled to avoid conflict with EWS surveys to the extent possible.

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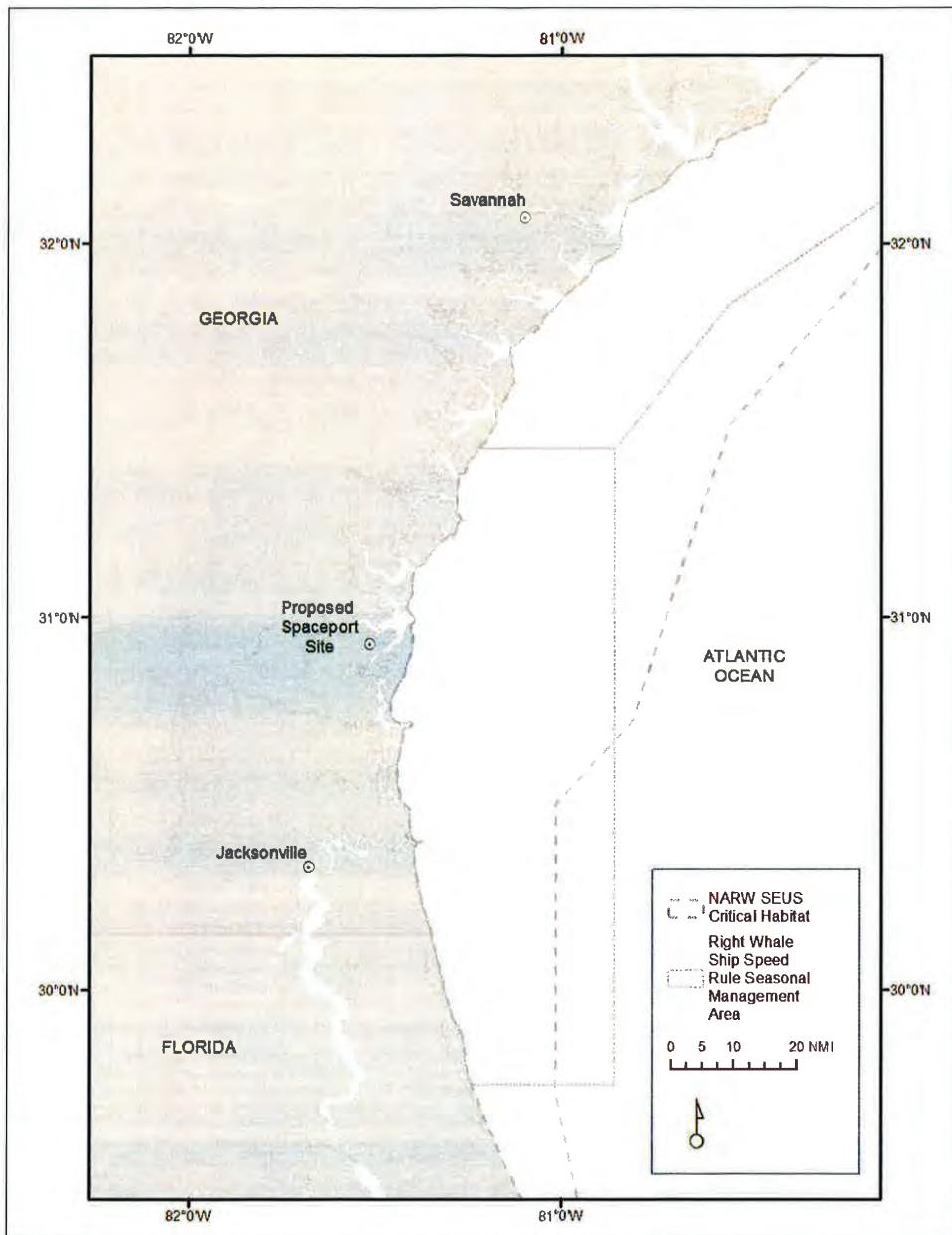


Figure 1. North Atlantic right whale Southeast U.S. critical habitat and ship strike rule seasonal management area boundaries.

A0008

Thank you for the opportunity to provide comments regarding wildlife-related impacts to be considered in the Camden Spaceport Environmental Impact Statement. If you have any questions or need additional information, please contact Jason Lee at jason.lee@dnr.ga.gov or 912-262-3128.

Sincerely,



Rusty Garrison

RG:jl

C: Jon Ambrose
 Jason Lee

Final Environmental Impact Statement

Spaceport Camden

A0009

From: Stratton, A Eugene CIV <A.Eugene.Stratton@uscg.mil>
Sent: Thursday, June 14, 2018 1:16 PM
To: Stacey.Zee@faa.gov; AACamdenSpaceportEIS
Subject: EXTERNAL: Seventh Coast Guard District comments to the Camden Spaceport DEIS
Attachments: D7dpw comments to the FAA for Spaceport Camden.pdf

Stacey,

Please find a copy of our comments to the Camden DEIS. These are ours as well as from our local units in the southern Georgia region. Thanks for the opportunity to comment.

V/R,

Gene Stratton, AICP
Chief, Marine Planning & Information Section, Seventh Coast Guard District (dpw)
909 S.E. First Ave, Rm 406
Miami, FL 33131-3028
(305) 415-6750

Final Environmental Impact Statement

Spaceport Camden

A0009



Commander
United States Coast Guard
Seventh District

909 SE First Avenue, Suite 406
Miami, FL 33131
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Phone: (305) 415-6750
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Serial: 005-18
June 14, 2018

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

Dear Ms. Zee,

We have reviewed the draft Environmental Impact Statement (EIS) for Spaceport Camden. Our review focused on potential navigation and operational impacts that may occur as result of launch vehicle activity from the Camden County site that is the subject of the EIS. The Seventh Coast Guard District, Waterways Management Branch offers the following comments regarding Spaceport Camden.

The proposed action, as described, and all alternatives except the "No Action Alternative" require the creation and activation of limited access areas on navigable waters of the United States. The Coast Guard Captain of the Port (COTP) for the Savannah region is entrusted with the authority to create and enforce any zones that limit access to waterborne traffic in the proposed launch area. The COTP is currently engaged with Spaceport Camden to evaluate and determine what navigational impacts are likely to occur as a result of launch vehicle operations.

Per the Executive Summary, Security and Safety Zones (Pages 11-14) of the EIS, it states that a Coast Guard boat could be used to sweep the area if video surveillance is insufficient, and Coast Guard could conduct a boat patrol to sweep the offshore area to make sure it is clear (outlined in the security plan). The use of a Coast Guard asset or assets has not yet been assessed, determined, or agreed to. If determined necessary, any Coast Guard involvement with launch activity associated with this site will be the subject of separate agreements between the Coast Guard, Camden County, and/or future launch vehicle operators as applicable.

The Coast Guard has multiple mission sets, one of which includes military escort operations. The EIS does not address the potential increase in vessel traffic which may result from enactment of limited access areas. Should this launch site gain clearance to move forward with operations, coordination with the Coast Guard is necessary to deconflict potential launches and military escort operations.

PA-09

TP-02

Sincerely,

A handwritten signature in blue ink, appearing to read "J. E. Stratton".

A. E. STRATTON
Chief, Marine Planning and Information Section,
Waterways Management Branch

A0010

From: Durig, Brock CIV NAVFAC SE, EV <william.durig@navy.mil>
Sent: Thursday, June 14, 2018 2:04 PM
To: FAACamdenSpaceportEIS
Cc: Stacey.Zee@faa.gov
Subject: EXTERNAL: Spaceport Camden DEIS Comments
Attachments: FAA Spaceport Camden DEIS Navy comments letter.pdf
Signed By: william.durig@navy.mil

Dear Sir/Ma'am:

Commander, Navy Region Southeast (NRSE), as the Navy's Region Environmental Coordinator for Environmental Protection Agency Region 4, has reviewed the Federal Aviation Administration's (FAA) Draft Environmental Impact Statement (DEIS) for the proposed Spaceport Camden. This review includes consolidated comments from Navy Region Southeast, Fleet Area Control and Surveillance Facility Jacksonville (FACSFAC JAX), Naval Submarine Base (NSB) Kings Bay and supported Operational Commands that may be impacted by this proposed action. We would request the FAA consider the comments listed in the attached Navy Region Southeast Letter when completing the Final Environmental Impact Statement (FEIS). The primary areas of concern are with respect to Navy training and operations conducted on or in the vicinity of NSB Kings Bay.

A hard copy of the letter has also been mailed as per the directions provided on the project website.

Thank you for the opportunity to comment on this action and please do not hesitate to contact me if you have questions with respect to our comments.

Respectfully;

W. Brock Durig
Navy Region Southeast N40 / Env Operational Support
CNRSE / NAVFAC SE
904-542-6966 DSN 942
William.durig@navy.mil
William.durig@navy.smil.mil

Final Environmental Impact Statement
Spaceport Camden

A0010



DEPARTMENT OF THE NAVY

COMMANDER NAVY REGION SOUTHEAST
BOX 102, NAVAL AIR STATION
JACKSONVILLE, FLORIDA 32212-0102

5090
Ser N00/391
14 Jun 18

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

Dear Ms. Zee:

SUBJECT: COMMENTS ON THE FEDERAL AVIATION ADMINISTRATION DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR SPACEPORT CAMDEN, CAMDEN COUNTY, GEORGIA

As the Navy's Region Environmental Coordinator for Environmental Protection Agency Region Four, I have reviewed the Federal Aviation Administration's (FAA) draft environmental impact statement (DEIS) for the proposed Spaceport Camden. This review includes consolidated comments from Navy Region Southeast (NRSE), Fleet Area Control and Surveillance Facility Jacksonville (FACSFAC JAX), Naval Submarine Base (SUBASE) Kings Bay, Georgia, and supported operational commands that may be impacted by this proposed action.

Respectfully request the FAA consider comments listed below prior to completing the final environmental impact statement (FEIS). The primary areas of concern are with respect to Navy training and operations conducted on or in the vicinity of SUBASE Kings Bay. Specifically:

- DEIS does not address potential impacts to military training and vessel movements within the Military Operating Areas and Warning Areas at sea. Air and sea space has daily military use and any closure due to Spaceport launches could impact or degrade important training and operational requirements. Navy requests the typical quantity and duration of air and sea space proposed to be impacted during a launch and / or landing event.
- FEIS and associated FAA studies need to incorporate an air and sea space (to include submarine movements) planning and priority system. Currently FACSFAC JAX is required to operate and schedule in accordance with U.S. Fleet Forces Operations Order 2000. This directive does not provide the ability to schedule exclusive airspace to a commercial entity unless that entity is in support of the Department of Defense.

PA-10

PA-11

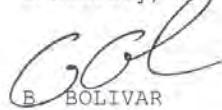
A0010

SUBJECT: COMMENTS ON THE FEDERAL AVIATION ADMINISTRATION DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR SPACEPORT CAMDEN, CAMDEN COUNTY, GEORGIA

- DEIS does not address risk concerns or probabilities related to failed vehicle launch and landings. This is of particular concern for first stage recovery actions that are proposed for on-shore landings. What is the probability a failed launch or landing will occur outside of the DEIS closure boundary? Recommend an Operational Risk Management plan be developed similarly to what is used at Canaveral Air Force Station and Kennedy Space Center.] SA-01
SA-19
- The Navy requests a pre-launch notification and procedure plan be developed and agreed upon for Spaceport actions, to include static test events. Plans should include appropriate advanced notices, safety, and security procedures.] PA-12
- The Navy is concerned with the use of unmanned aerial systems (UAS) for pre-launch activities. From a Navy security standpoint, SUBASE Kings Bay needs to be engaged in the planning for UAS use in the vicinity of the installation.] SA-20
- The Navy recommends the FEIS include analysis with respect to potential hypergolic fuel vapor plumes during a vehicle incident or from storage facilities located at the Spaceport.] AQ-03

We understand the importance of developing the commercial space program and we look forward to continuing to work with the FAA and Camden County during the EIS process. The point of contact for this matter is Mr. W. Brock Durig, who may be reached at (904) 542-6966 or via email: william.durig@navy.mil.

Sincerely,



B. BOLIVAR

Copy to:
USFF (N46)
CNIC (N4)
COMSUBGROUP 10 (N3)
SUBASE Kings Bay (N00/N4)
FACSFAC JAX

A0011



UNITED STATES DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office

263 13th Avenue South

St. Petersburg, Florida 33701-5505

<http://sero.nmfs.noaa.gov>

F/SER:KO

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

JUN 14 2018

Ms. Stacey M. Zee, Environmental Specialist
Federal Aviation Administration
800 Independence Avenue SW, Suite 325
Washington, DC 20591

Email: FAACamdenSpaceportEIS@Leidos.com

Dear Ms. Zee:

Thank you for providing the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NMFS), Southeast Regional Office, the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for the proposed Spaceport Camden project (the Project). The Federal Aviation Authority (FAA) announced the Notice of Intent (NOI) to prepare the EIS in the *Federal Register* on November 6, 2015 (80 FR 68893). The purpose of the EIS was to evaluate the potential environmental impacts of the FAA issuing a Launch Site Operator License to the Camden County Board of Commissioners for a proposed commercial space launch site, Spaceport Camden. Based on the NOI and supporting materials, NMFS provided comments to guide the development of the EIS in a letter dated December 30, 2015 (NMFS 2015 letter).

On March 16, 2018, the FAA announced the Notice of Availability (NOA) for the DEIS on the Project in the *Federal Register* (83FR11810). Based upon our review NMFS is providing the following comments on the DEIS:

NMFS and the FAA are currently in consultation under Section 7 of the Endangered Species Act (ESA), including determination of impacts to protected species and ongoing discussions of ways to avoid and mitigate those impacts. NMFS and FAA are also conducting an Essential Fish Habitat (EFH) consultation for potential impacts to habitat. NMFS would like to work with the FAA to avoid and minimize potential impacts to these resources. The information on endangered species, and critical habitat, as well as EFH presented in the Final EIS should be consistent with the results of these consultations between NMFS and the FAA.

NMFS' 2015 letter included recommendations to avoid and minimize potential impacts of the Project on endangered species and their habitat. In a letter dated September 5, 2017, the FAA requested ESA concurrence from the NMFS (FAA 2017 letter). Although NMFS'

NP-14

A0011

recommendations (NMFS 2015 letter) were not fully incorporated into the DEIS, the FAA's 2017 letter does include several of the recommendations made by NMFS. However, there are proposed operations related to the Project that continue to be a concern for trust resources.

NP-14

North Atlantic Right whales (NARW) may be injured or killed as the result of collisions from first stage ocean landings or vessel traffic. NMFS recommends that first stage landings and related vessel traffic be prohibited in the calving area during the calving season (December to March). If vessel traffic is unavoidably necessary in the calving area during the calving season, NMFS recommends the following alternative restrictions to minimize risks to NARW: 1) all vessels 33 feet in overall length and greater should be restricted to 10 knots or less, and 2) all vessels should have on board at least one designated protected species observer (other than the captain), on look-out for marine mammals and other ESA-listed species, whenever the vessel is underway. Any actions taken to reduce landings and vessel traffic during this time would also benefit dolphins and sea turtles as these species can also be injured or killed as the result of collisions with vessel traffic.

Efforts to rescue injured and entangled NARW and monitor the population by aerial surveys, biopsy sampling, and other means may be prevented or hampered if air space or oceanic waters are restricted to NMFS and its partners during launches. Our surveys provide ship strike mitigation services to the U.S. Navy, the U.S. Army Corps of Engineers, and the U.S. Coast Guard. They are also essential for detecting dead, entangled, and otherwise distressed NARW, which are true emergencies. Our response (or lack thereof) can have a substantial impact on this imperiled population. Due to weather, surveys are already limited to, on average, to 2 times per week during NARW calving season. Therefore, all Spaceport Camden activities should defer to our emergency response operations. NMFS also recommends prohibiting all launches in the calving area during calving season so we and our partners can effectively continue to respond to and monitor NARW populations. If this is not feasible, then NMFS recommends a max number of 2 launches during NARW calving season. Additionally, NMFS requests: 1) the operator work with the NMFS and its partners when scheduling launches, and 2) a NMFS-certified whale biologist ride aboard the "sweeping" plane(s) or vessel(s) or sit next to the UAV operator when monitoring the closed/restricted area. If certain activities will require restricting air space or oceanic waters, NMFS recommends those activities be prohibited in the calving area during the calving season. NMFS suggests the FEIS should analyze the effects of restricting air space and/or oceanic waters to the NARW stranding response network and monitoring surveys conducted within the calving area during the calving season. NMFS suggests the following factors should be assessed in the FEIS: 1) the potential effect of inability, or reduced ability to rescue distressed NARW within the calving area, and 2) the potential effect of inability or reduced ability to effectively monitor the NARW population within the calving area.

BR-39

Night operations increase the risk of vessel interaction with protected species. NMFS recommends that night launches be restricted to the months of April and/or October to avoid night launches during NARW calving season and sea turtle nesting season. These species are difficult for protected species observers to monitor at night; this restriction will help to avoid any potential effects to protected species from vessel interaction at night. NMFS recommends the potential effects of night launches and operations to protected species be evaluated in the FEIS.

A0011

NMFS 2015 letter states that operation of the spaceport may affect EFH by introducing chemical contaminants into sensitive nursery areas from the rockets and from earthwork in and around historical chemical manufacturing plants. This concern was not specifically addressed in the DEIS. Construction and operation of the spaceport may introduce chemical contaminants into the estuarine environment and effect bottlenose dolphins and Atlantic and shortnose sturgeon through physical contact or ingestion/feeding. NMFS recommends operational restrictions be established and extra precautions taken during construction to prevent any chemicals associated with the facility and launches from impacting the nearby salt marsh.

BR-40

NMFS (2015 letter) recommended that impacts to EFH could be minimized by having vegetated upland buffers, generally 75 feet or more, between the proposed developed areas and wetlands. Section 4.2.1.1 (Construction), Page 4-11 (Marine and Estuarine Vegetation and Habitats) of the DEIS stated, “there would be a vegetated buffer of at least 25 feet along all creeks and marshes (per Georgia laws ...).” NMFS recommends that the larger 75 feet buffer should be considered in the FEIS.

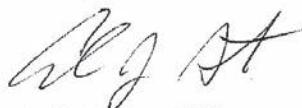
MT-01

NMFS recommends that red drum be deleted from Table 3.2-3 and Table 3.2-4. In 2008, management of Atlantic red drum was transferred from the Magnuson-Stevens Act to the Atlantic Coast Act and, with that transfer, the EFH designations for red drum became void.

BR-41

Thank you for your consideration of our comments. Related questions or comments on EFH should be directed to Cynthia Cooksey, Fisheries Biologist, by phone at (843) 460-9922, or by email at cynthia.cooksey@noaa.gov. Please direct questions regarding the ESA Section 7 consultation to Dana M. Bethea, Consultation Biologist, by phone at (727) 209-5974, or by email at dana.bethia@noaa.gov. Questions or comments related to marine mammals should be directed to the attention of either Dana Bethea or Barb Zoodsma at barb.zoodsma@noaa.gov.

Sincerely,



Roy E. Crabtree, Ph.D.
Regional Administrator

Cc: F/SER-Strelcheck, Silverman
F/SER3-Bernhart, Reese, Bathea
F/SER4-Fay, Wilber, Dale, Cooksey
F-Leathery,
NOAA NEPA

A.1.2.2.2 Elected Official Submittals

E0001

From: Brian Brodrick
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Spaceport
Date: Tuesday, May 01, 2018 10:30:31 AM

To whom it may concern:

As a local elected official in a small Georgia community, I understand the pressure leaders in Camden County must feel to build a spaceport.

But as a state leader who has visited Cumberland multiple times and cares deeply about Georgia's environment and heritage, I think the needs of all Georgians and the preservation of Cumberland Island National Seashore should trump the local desire to build a spaceport. The concern for me is not the noise from the 12 launches a year (although I have no doubt Camden County will eventually ask for more, and more times than that will likely impact the experience Cumberland), but it is the potential for fire on Cumberland and Little Cumberland, and the lack of any infrastructure to address those potential disasters. The accepted failure rate is 6% of all rocket launches, or one in 15. That means about 3 launches every four years from the Camden Spaceport will fail. That is 3 opportunities in four years for a rocket, or a piece of flaming debris, to land on Cumberland or Little Cumberland and put an unmatched maritime forest, historic structures, private homes and the lives of visitors to a national park at risk.

Please reject the application for the spaceport.

Brian Brodrick
Watkinsville, Ga

SA-02
BR-14
SA-03

E0002



House of Representatives

JASON SPENCER
REPRESENTATIVE DISTRICT 180
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(912) 541-0243 (C)
E-MAIL: jason.spencer@house.ga.gov

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FAX (404) 651-8086

STANDING COMMITTEES:
SPECIAL RULES, SECRETARY
JUVENILE JUSTICE
SCIENCE & TECHNOLOGY
GAME, FISH AND PARKS
HUMAN RELATIONS AND AGING

April 11, 2018

SENT VIA EMAIL

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

Re: Comments on Spaceport Camden EIS Draft Report

Dear FAA Administrators:

I want to thank you for your deliberative process that you have provided to the citizens of Georgia, and specifically the citizens of Camden County regarding the proposed Spaceport Camden site.

Since the Spaceport Camden project idea started to percolate a few years ago, many inside the State Capitol felt as if this project was only a dream. I can recall during the early phases of this discussion receiving strange looks from fellow legislators about the possibilities of actually launching rockets off the coast of Georgia. However, County leaders have continued to push for the realization of this project. I have been fully supportive of this idea, and the economic potential this project brings to the entire state.

What I know about this community I serve in the state legislature is that we are a proud people that cherish our rivers, streams, marshes and barrier islands. It is part of our identity and we embrace its beauty, its history and the heritage it brings to our local culture. However, I have increasingly seen outsiders use the beauty of our environment as an economic restraint to hold back much needed economic prosperity from coming to our part of the state. Wildlife, environmental protection and the space industry has proven it can coexist. The natural wildlife preserves in both Wallops Island and at Cape Canaveral have proven that. Now, Camden County and the State of Georgia have real chance of good jobs coming here as well boosting tourism and our quality of life, while balancing this much needed economic desire within our local environment.

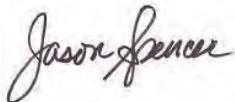
During my time in office, I and county leaders have gradually convinced the Georgia General Assembly and other state leaders of this project's viability. In addition, I currently serve as the chairman to the House Science & Technology's Subcommittee on Commercial Space Activities. I have held hearings on this subject matter in

E0002

order to bring awareness of this project to the members of the General Assembly and the public. As a result of these efforts, the Georgia General Assembly has scrutinized and reviewed legislation that was introduced in order to attract the commercial space industry to the state. Specifically, the General Assembly has passed three pieces of legislation since 2015 in preparations to welcome this industry to our state. In 2015, H.B. 18 was passed to remove unnecessary state regulation on aerospace engineers so the state could attract and retain these highly sought after professionals. The State of Florida removed the same regulation in their state; therefore, I introduced the same for Georgia to make us as competitive. Also, in 2017, H.B. 1 (the Georgia Spaceflight Act) was passed overwhelmingly by the General Assembly and signed by Governor Deal. This legislation drew the interest of many in the commercial space industry. The passage of this legislation has sent a message to the commercial space industry that Georgia is open for business. This year, with the help of my colleagues in the Georgia House of Representatives, I passed HR 1107. This resolution urged the state's Department of Economic Development to actively recruit the commercial space industry to Georgia in order for us to be the next great space state.

Georgia is preparing and ready to make history by becoming America's next great space state. I urge officials within the FAA to find solutions to mitigate any and all potential obstacles to this project. If you desire to partner with the State of Georgia to address any concerns, please do not hesitate to contact me. I stand willing to assist you in these important matters.

Sincerely,



Rep. Jason Spencer
Georgia House District 180
Camden, Charlton and Ware Counties

E0003

From: Andy Hutto
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Spaceport Camden
Date: Friday, March 16, 2018 4:36:44 PM

To whom it may concern, The Bacon County Board of Commissioners totally support Camden County's efforts in this endeavor. It could be an economic boost for this entire area of the State.

E0004



STANDING COMMITTEES

PAULETTE RAKESTRAW
REPRESENTATIVE, DISTRICT 19
391 QUAIL RIDGE ROAD
HIRAM, GEORGIA 30141
770-294-1039
Paulette.rakestraw@house.ga.gov

HOUSE OF REPRESENTATIVES

COVERDELL LEGISLATIVE OFFICE BUILDING	APPROPRIATIONS- MEMBER
ROOM 501	JUVENILE JUSTICE- SECRETARY
ATLANTA, GEORGIA 30334	SCIENCE & TECHNOLOGY- VICE CHAIRMAN
404-656-0177	ECONOMIC DEVELOPMENT & TOURISM- SECRETARY
404-651-8086	REGULATED INDUSTRIES - MEMBER
	SMALL BUSINESS DEVELOPMENT- MEMBER
	SPECIAL RULES- VICE CHAIRMAN

March 15, 2018

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

Ms. Zee:

I am writing to you to voice my full support of the proposed Spaceport Camden in South Georgia. For the last several years, numerous companies have found that Georgia is the best state in the nation to do business and we look forward to Spaceport Camden becoming the best place in the nation to launch a rocket.

Spaceport Camden would have the potential to increase the state of Georgia, Camden County and the surrounding region's employment rates once spaceport development and activity begin. This will benefit current and new residents to the area also. Potential new jobs will be created for technical and support workers at Spaceport Camden, but also could include technical workers in supporting roles and a wide variety of secondary industries including science, education, transportation and logistics, and tourism. How great would it be to have all these new jobs in the state of Georgia?

Spaceport Camden's Innovation Research Park & Educational Opportunities presents a collection of ideas for the proposed Spaceport Camden and surrounding area based on current facilities and programs, presumed spaceport needs, and potential supplemental and related markets. Camden County has a notable aerospace history, high-tech military workforce, and advantageous geographical location. The aerospace industry is strong in Georgia, and within it, a small, but growing space sector. Georgia's favorable business climate will encourage further space sector growth in Camden County and other regions of Georgia.

I am asking for your favorable consideration regarding this matter. I believe this would be a great asset to Georgia and am looking forward to Spaceport Camden being a part of our great State.

Sincerely,

Paulette Rakestraw

Representative Paulette Rakestraw
District 19

E0004

Hasler
03/16/2018
US POSTAGE \$00.47⁰
FIRST-CLASS MAIL



ZIP 30334
01D11642708

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



House of Representatives
Atlanta, Georgia 30334

E0005



House of Representatives

KASEY CARPENTER
Representative, District 4
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**STANDING
COMMITTEES**

Industries & Labor
Information & Audits
Transportation

March 19, 2018

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

Dear Ms. Stacey M. Zee,

This letter is to inform you that I, Representative Kasey Carpenter of Georgia's 4th District, do support the Federal Aviation Administration issuing a Launch Site Operator License to the Camden County Board of Commissioners, which would establish Spaceport Camden.

The establishment of a commercial space launch site in Camden County is appealing from an economic standpoint, as it would "create a strong regional economy with diverse job opportunities," which would benefit not only the county, but also the state. The environmental impacts of the Proposed Action also seem negligible. In terms of air quality, biological resources, climate, natural resources and energy supply, the effects of the Proposed Action cited in the Environmental Impact Statement are minimal. With respect to coastal resources, farmlands, and land use, there would be no effects. It seems, after reviewing the EIS, that the positives in this scenario much outweigh the negatives, especially with regard to socioeconomic standing for Georgians and residents of Camden County.

While I do not represent Camden County, my wife and I own a home on Jekyll Island, and have previously taken family to see the launches. Ultimately, my family, along with other Georgians, desire to be involved in space launches. It would truly be a privilege for the FAA to pave the way for the establishment of Spaceport Camden, allowing Georgia into the arena of commercial space flight.

Sincerely,

A handwritten signature in black ink that reads "Kasey Carpenter".

Representative Kasey Carpenter
Georgia House District 4

E0005



*House of Representatives
Atlanta, Georgia 30334*

Ms. WEINER

GA 301

19 MAR 2018

PM 7 L

Hasler

03/19/2018

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FIRST-CLASS MAIL

\$00.47

ZIP 30334

011D11642708

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

87106-32339

E0006



DON HOGAN
REPRESENTATIVE, DISTRICT 179
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STANDING COMMITTEES
ECONOMIC DEVELOPMENT AND TOURISM
INFORMATION AND AUDITS
NATURAL RESOURCES AND ENVIRONMENT

March 21, 2018
Ms. Stacey M. Zee, Environmental Specialist
Federal Aviation Administration
2109 Air Park Road SE, Suite 200
Albuquerque, New Mexico 87106

Dear Ms. Stacey M. Zee:

As the Federal Aviation Administration's Draft Environmental Impact Statement for the Spaceport Camden Project was recently released to the public, I am writing to inform you of my overwhelming support for this project, which State Representative Jason Spencer has spent years assisting in creating the foundation for the space industry in Camden County.

As a legislator who represents a district on the Coast, I understand how much tourism can be of benefit to the economy. Coastal tourism is a billion dollar industry in the state of Georgia, and I am confident that the implementation of the Spaceport Camden Project will only grow that industry.

Georgia has an amazing opportunity to invest in the space industry, and I look forward to seeing the positive impact that Spaceport Camden has on the State of Georgia.

Sincerely,

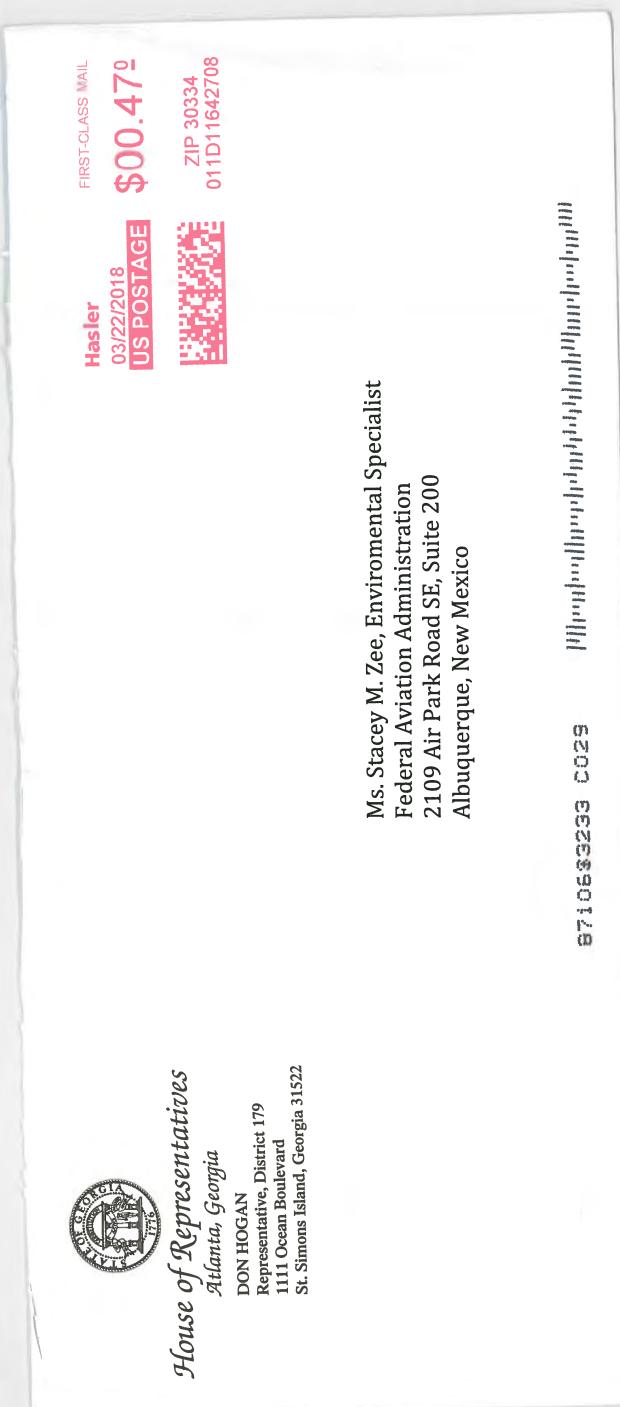
A handwritten signature in black ink that appears to read "Don Hogan".
Don Hogan

State Representative for District 179

Final Environmental Impact Statement

Spaceport Camden

E0006



E0007

United States Senate
WASHINGTON, DC 20510

April 17, 2018

The Honorable Dan Elwell
Acting Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20024

Dear Administrator Elwell:

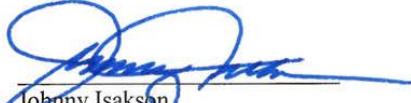
We write to you in support of Camden County and their application for a Launch Site Operator's License through the Federal Aviation Administration Office of Commercial Space Transportation. This project is important to the economic future of coastal Georgia and represents an excellent opportunity to augment America's space launch capability. By leveraging the Southeast's dynamic high-technology industry and cutting-edge research, Spaceport Camden will serve as a catalyst for continued American leadership in aerospace development and spaceflight technology.

As the only exclusively non-federal range on the east coast, Spaceport Camden will advance a key tenet of the National Space Strategy by providing additional launch capacity for the commercial space industry. In 2017, the United States led the world in commercial space launches, and the record-setting pace of commercial spaceflight growth is expected to accelerate in coming years. Spaceport Camden will play a crucial role in supporting that growth, as its location within the Southeastern Aerospace Corridor will provide convenient access for spaceport users and the industries that support them. Additionally, Spaceport Camden's relatively low latitude and Atlantic Ocean range will allow orbital launches to take advantage of Earth's rotational velocity and avoid overflight of politically sensitive areas.

As the Federal Aviation Administration works to finalize the Environmental Impact Statement for Spaceport Camden and evaluate its application for a Launch Site Operator's License, we also encourage the FAA to avoid any unnecessary procedural delay. Projects like this are vital to securing America's future in space.

In respect for your established policies and procedures, we ask that you give Camden County full consideration of their application for a Launch Site Operator's License. Please do not hesitate to contact our offices if we can be of assistance in this matter.

Sincerely,



Johnny Isakson
United States Senator



David A. Perdue
United States Senator

A.1.2.2.3 Tribal Comments

T0001

 **POARCH BAND OF CREEK INDIANS**

5811 Jack Springs Road • Atmore, Alabama 36502
Tribal Offices: (251) 368-9136 • Administrative Fax: (251) 368-4502
www.poarchcreekindians-nsn.gov

April 5, 2018

Daniel Murray, Manager
Space Transportation Development Division
Federal Aviation Administration
800 Independence Ave SW
Washington DC 20591
FAACamdenSpaceportEIS@Leidos.com

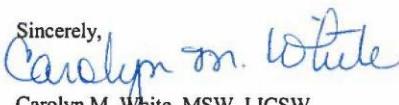
**RE: PBCI 2018-03-021
Spaceport Camden, Draft Environmental Impact Statement**

Dear Mr. Murray:

The Poarch Band of Creek Indians (PBCI) is in receipt of your correspondence regarding the **Spaceport Camden, Draft Environmental Impact Statement**. We appreciate the invitation to be included as a consultant for this project.

The PBCI has a vital interest in protecting its historic and cultural resources. At this time I am currently unaware of any religious or culturally significant sites in the survey area; however, this area is within the aboriginal homelands of the PBCI. Based on the Draft Environmental Impact Statement, we concur with the determination that impacts on cultural resources are significant, or an "Adverse Effect." If items of cultural significance are discovered while developing this project, the PBCI requests that activities halt immediately and our office be contacted for further consultation.

Thank you for notifying us of this proposed project. We look forward to working with you as this project progresses. I may be contacted at the THPO Office at (251)368-9136 Ext. 2532 or by email at cwhite@pci-nsn.gov.

Sincerely,

Carolyn M. White, MSW, LICSW
Regulatory Affairs Division Director
Acting Tribal Historic Preservation Officer

ccf/cmw

cc: Stephanie A. Bryan, Tribal Chair

Seeking Prosperity and Self Determination

Final Environmental Impact Statement

Spaceport Camden

T0002

From: Ian Thompson
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Re: Spaceport Camden Draft Environmental Impact Statement
Date: Friday, April 06, 2018 8:31:36 PM

The Choctaw Nation of Oklahoma thanks the FAA for consulting with us about the Spaceport Camden. Camden County, Georgia, is located outside of the Choctaw Nation of Oklahoma's area of historic interest. Choctaw Nation respectfully defers comment to the other federally recognized Tribes that have been contacted about this undertaking.

Sincerely,

Ian Thompson PhD, RPA
Tribal Historic Preservation Officer,
Senior Director
Historic Preservation Dept,
Wheelock Academy,
Tuskahoma Capitol Museum.
Choctaw Nation of Oklahoma
PO Drawer 1210
Durant, OK 74701
1-800-522-6170 ext. 2216
www.choctawnationculture.com

This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure. If you have received this message in error, you are hereby notified that we do not consent to any reading, dissemination, distribution or copying of this message. If you have received this communication in error, please notify the sender immediately and destroy the transmitted information. Please note that any view or opinions presented in this email are solely those of the author and do not necessarily represent those of the Choctaw Nation.

A.1.2.2.4 Organization Comments

00001

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 12, 2018 7:38:33 AM

Apr 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

SHirley Jeude

[REDACTED]

GC-01

GC-02

GC-03

Final Environmental Impact Statement

Spaceport Camden

O0001A_001

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 7:47:59 PM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Cape Canaveral and the Kennedy Space Center is a space center already built and I know that communities around there would welcome more activity and business in the region. Why can we not use what is there?

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Juli Ames- Curtis

[REDACTED]

AL-01

O0001A_002

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, April 03, 2018 10:45:36 AM

Apr 3, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Thousands of years of history could be lost with just one accident at the proposed Spaceport! Artifacts found there exist nowhere else and should be preserved at all costs. Spaceports can and should be built in other, less historic locations.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Hewlett Appelbaum

[REDACTED]

CR-01

Final Environmental Impact Statement

Spaceport Camden

O0001A_003

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 11:13:24 AM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Rocket launches will destroy the safe wildlife habitat of this national preserve, and accompanying pollution will drive the final nails to destroy it. this project needs to be moved to a safer location.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. George Bentley

[REDACTED]

BR-01

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_007

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 11:25:47 AM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There has to be another location somewhere else that will provide similar logistics for a spaceport.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Larry Bower

A large rectangular area of the page is completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_008

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Saturday, April 07, 2018 7:25:57 PM

Apr 7, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

Cumberland Island National Seashore is a national treasure. I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Please review existing sites before issuing a permit for a new site in such close proximity of Cumberland Island National Seashore.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Robert Burns

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_009

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 11:47:56 AM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Please find an alternative location that does not threaten wildlife, sensitive wilderness habitats, or water quality.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Peter Burval

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_013

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, April 06, 2018 8:49:02 AM

Apr 6, 2018

Ms. Stacey M. Zee

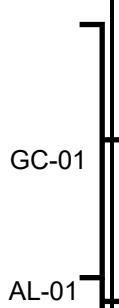
Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. I have visited Cumberland Island often since 1990 to backpack and enjoy getting away from the burdens of too much civilization. There is light pollution and sound pollution when one faces the main shore where the Navy Submarine base is located. This is very intrusive and compromises Cumberland Island's remoteness. It certainly doesn't need to be further compromised by the Spaceport being developed just two miles away. Please put the Spaceport somewhere else!

Sincerely,
Marcie Clutter



Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Marcie Clutter



O0001A_015

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, April 03, 2018 11:12:16 AM

Apr 3, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

My family and I and many of our friends have enjoyed Cumberland National Seashore ever since its designation. I find it hard to believe that this spaceport is even being considered for the area. I realize that greed and money is all to some folks, perhaps, commissioners.

What about the reasons that Cumberland Island was set aside for protection for future generations to enjoy and seek the out of doors and protect the wildlife on the island and in surrounding waters? What about migrating birds? All of our wildlife is suffering these days due to habitat reduction. Is this to be another example of that for money?

Please we beg you to reconsider this drastic action.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. joyce cotter

GC-01

BR-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_016

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, April 03, 2018 11:12:15 AM

Apr 3, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. This island is visited by many schools and other children's groups regularly. If the launch site is built, this may be removed from their rosters due to safety concerns.

LU-01

Please don't destroy this historic place and heavily visited place for children and adults alike.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Lisa F Crawford

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_017

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, April 06, 2018 1:19:20 PM

Apr 6, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

There is a perfectly good launch site in Florida that can be used.

AL-01

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Dawn Cumings

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_018

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 11:26:11 AM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

I'm all for space exploration, but we need to keep in mind our impact on environments, starting at home and continuing while exploring other planets/the universe.

I'm sure there are alternatives to this location.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Darlene Davies-Sugerman

[REDACTED]

AL-02

O0001A_021

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Sunday, April 08, 2018 10:53:47 AM

Apr 8, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

The noise generated by these space launches will disrupt the serenity of the island. The water withdrawals will also disrupt the natural requirements of the island.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. kurt emmanuele

[REDACTED]

NC-01
NR-01

O0001A_022

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, April 06, 2018 3:19:35 PM

Apr 6, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

There have to be other options for a spaceport which do not threaten sensitive national parklands. Spaceports are transient, replaceable structures, our National Seashores are neither.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Carol Farber

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

O0001A_023

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, April 03, 2018 7:43:22 PM

Apr 3, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. We also have Cape Canaveral here in Florida which is already set up for launches. Why disturb more natural sea shore when it can be moved to our area.

AL-01

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Carol Foley

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_026

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: ****SPAM**** EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 11:25:49 AM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

Who comes up with such dumb-ass ideas?

GC-01

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

AL-02

Put your damned 'spaceport' someplace else.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Paul Franzmann

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_027

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 12:17:56 PM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There are other potential Spaceport sites that would not risk so much of our natural and imperiled heritage. Please consider an alternative.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

CORY FRIEND

[REDACTED]

O0001A_031

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 6:17:46 PM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

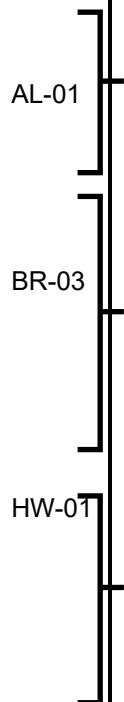
With multiple former locations of rocket launch pads associated with the Kennedy Space Center, has it even been looked at to see if an older launch pad could be repurposed and modernized instead of building a new launch pad so close to valuable ecosystem habitats of marsh flora and fauna surrounding Cumberland Island?

Having traveled monthly near the area of the proposed rocket launch site I am already well aware of the impacts even something as small as logging has had on the Marsh ecosystem within the last 90 years. Logging impacts have irreversibly altered the ecosystem to the point that human intervention is needed to fix the mistakes that humans have made. By putting a rocket landing pad, which I'm sure is very costly in this area the entire marsh ecosystem, not JUST at Cumberland island, will be altered.

The land proposed to be the site of the new rocket launch pad also is very close (if not on top of) land that was previously used and still may contain unexploded land mines. Which means in order to go ahead and build the landing pad, the grounds will have to be carefully examined for land mines and all unexplained landmines will need to be dug up, which again will add cost to an already expensive project.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish



O0001A_031

nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Melissa Giesecking

A large black rectangular redaction box covering the signature area.

Final Environmental Impact Statement

Spaceport Camden

O0001A_032

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 9:48:06 PM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. The National Seashore will be compromised by the Spaceport. It will affect the wildlife of this area and the habitat.

BR-04

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Pamela Goodman

A large rectangular black redaction box covering the signature of Mrs. Pamela Goodman.

Final Environmental Impact Statement

Spaceport Camden

O0001A_035

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 11:13:26 AM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. I have visited this extraordinary island and its area - how fragile and pristine it is cannot be overstated. Replan for another location.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Frank Green

A large rectangular area of the page has been completely blacked out with a redaction marker, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_041

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 3:18:55 PM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There are other options at developed sites such as The Kennedy Space Center and others. This is not a good choice this near a natural area.

AL-01

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Paul Hopkins

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_042

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 9:18:05 PM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Other areas, specifically in Florida, exist which could fulfill a need for expanded space exploration.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Susan Hubbard-Reeves

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

AL-01
AL-02

O0001A_045

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, April 06, 2018 12:48:33 AM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

Putting a spaceport so close to the Cumberland Island National Seashore is a really bad idea.

Launching rockets over the island is risky and disruptive. Flaming debris and fuel from exploding rockets could fall on to the national seashore, and spaceport operators may need to evacuate the park for launches and testing.

This spaceport would not only jeopardize the peace and solitude of Cumberland Island's wilderness, but could also threaten some of the richest wildlife habitat found along the Atlantic Coast.

So please choose the the no action alternative!

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Gayle Janzen

[REDACTED]

SA-01
BR-04

Final Environmental Impact Statement

Spaceport Camden

O0001A_049

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, April 06, 2018 11:19:22 AM

Apr 6, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Cumberland Island has a unique ecosystem that would be threatened by noise and fall out from launches. It is a staging site for thousands of migrating birds in the spring and fall. Launches could endanger them in flight or excessive noise could prevent their making landfall for much-needed rest and food after traveling thousands of miles.

We realize that launch sites must be located in areas that are not highly populated; however all the barrier islands along the coast provide exceptional habitat for wildlife that is found nowhere else. Water usage and pollution will greatly affect the beauty and ecology of Cumberland and other barrier islands.

Please consider another site that does not threaten our few remaining sanctuaries for wildlife and humans alike.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. JUDITH KAY

NC-01
SA-01
BR-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_051

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Monday, April 09, 2018 5:28:01 PM

Apr 9, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Please utilize other options, especially within existing infrastructure, to prioritize the environment and local economy that depends on it, over "progress" of shooting resource-intensive and polluting rockets into space.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Casey Kohn

A large rectangular black redaction box covering the signature of Mrs. Casey Kohn.

Final Environmental Impact Statement

Spaceport Camden

O0001A_053

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 11:13:36 AM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Cumberland Island has some of the richest wildlife habitat along the Atlantic Coast and needs to be preserved and protected. Not only is there danger from toxic pollution from a spaceport, but the noise from launches could drive away wildlife.

This location is totally inappropriate for a spaceport. A spaceport can be built elsewhere, but the wildlife habitat of Cumberland Island is impossible to duplicate.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Edna Litten

A large rectangular area of the page is completely blacked out, obscuring a handwritten signature.

NC-01
BR-01

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_062

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 3:18:54 PM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

Having just recently visited Cumberland Island I marveled at the fact that such a beautiful place has been protected for future generations. I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. This would have a devastating impact on this unique treasure of the American people. Please deny this request. Let's look elsewhere for the spaceport.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Claudia Moore

[REDACTED]

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_063

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: ****SPAM**** EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 11:25:54 AM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

IMPORTANT TO PROTECT THIS AREA....SPACEPORT IS NOT A GOOD IDEA HERE.

AL-02

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Phyl Morello

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_065

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Monday, April 09, 2018 12:24:41 AM

Apr 8, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There are an abundance of areas from which to launch spacecraft that is not immediately next to endangered and threatened wildlife and habitats.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Ed Nixon

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AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_066

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, April 06, 2018 7:48:57 AM

Apr 6, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore (CINS). This is a unique and beautiful ecosystem which is dependent on the water resources of the region. The effects of this project on the water resources is unacceptable.

In addition, this is a place for people to retreat, to get away, to enjoy the flora and fauna. I can't imagine what a bird watcher would do being disturbed by a rocket launch.

This is a poor choice!

Please do not choose this site!

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Janet Nye

[REDACTED]

WR-01

LU-02

GC-01

Final Environmental Impact Statement

Spaceport Camden

O0001A_068

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, April 06, 2018 10:50:13 PM

Apr 6, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. We should better utilize the space industry places we currently have rather than exposing a natural site. I am concerned for the life that uses this site (the native plants and animals, as well as visiting people and the industries that rely on tourism).

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Kate Parr

[REDACTED]

AL-02
BR-01
SO-01

Final Environmental Impact Statement

Spaceport Camden

O0001A_071

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Sunday, April 08, 2018 6:56:49 AM

Apr 8, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

The proposed Camden County Spaceport to Cumberland Island National Seashore is too close. Please find another location.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Laura Peterson

A large rectangular black redaction box covering a signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_076

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, April 06, 2018 12:49:27 PM

Apr 6, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Why do we keep damaging our very special natural habitats. There must be a better place to locate this space station that avoids such drastic potential risks to this very important habitat.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Shirley Reider

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_079

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 12:17:40 PM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

This is too close to the Natl seashore. It will impact wildlife and damage the serene wild experience of visitors.

Plus it makes absolutely NO SENSE to build on a barrier island with sea levels rising. In the future taxpayers will be asked to literally BAIL OUT the development via FEMA. NO MORE DEVELOPMENT ON COASTAL BARRIER ISLANDS.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. JoEllen Rudolph

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

BR-01
LU-02
PA-01

Final Environmental Impact Statement

Spaceport Camden

O0001A_082

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 11:13:29 AM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Please do not build up the island at all, let alone a new space port. Thank you for hearing me.

PA-01

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Janet Shaw

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_085

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, April 06, 2018 1:19:20 PM

Apr 6, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. I'm sure there are more suitable sites for this Spaceport. Please don't allow damage to a beautiful wildlife area unnecessarily.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Sandra Shoytush

[REDACTED]

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_086

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 11:17:41 AM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

This spaceport would not only jeopardize the peace and solitude of Cumberland Island's wilderness, but could also threaten some of the richest wildlife habitat found along the Atlantic Coast.

BR-04
CO-01

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. L E Slattery

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_090

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Saturday, April 07, 2018 11:22:25 PM

Apr 7, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. An additional concern is the level of noise pollution from the launches. The vibrations and noise from rocket launches are very disturbing to wildlife of all sorts, and I do not think the people who might be tempted to live in the new development would like them either.

Please find another place for the spaceport and any associated development, far away from national parks and national wilderness.

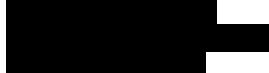
Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Nancy Stephanz

A large rectangular black redaction box covering a signature.

NC-01
BR-01
AL-02

Three vertical brackets on the right side of the page, each enclosing a pair of codes: NC-01 and BR-01 are grouped by one bracket, and AL-02 is grouped by another.

Final Environmental Impact Statement

Spaceport Camden

O0001A_091

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Saturday, April 07, 2018 3:21:48 PM

Apr 7, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

How about relocating the whole facility to some commercial/industrial waste land such as downtown Miami!

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. John and Martha Stoltenberg

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_094

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, April 05, 2018 6:17:50 PM

Apr 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Find a better spot.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Michael Terry

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_101

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, April 03, 2018 10:42:32 AM

Apr 3, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

NIMBY - stay away from protected lands - there are many other places to choose from that will not endanger national land

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Nancy Vickers

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_102

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, April 03, 2018 12:12:30 PM

Apr 3, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. PLEASE leave well enough alone and let the increasingly rare wilderness remain undamaged by human development!

Surely you can imagine the detriment that this facility poses to the fragile ecosystem of Cumberland and the surrounding islands/wetlands. This is not simply a treehugger or environmental liberal issue - the depletion of OUR natural resources is a real thing that ultimately affects every living being here on our planet.

I, and many others echoing this same sentiment, encourage you to look past your wallets and think of your kids, grandkids, etc. in making this decision, and please do the right thing to protect such an endangered habitat.

Thank you.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,
Rosemary Warren-Spangler
[REDACTED]

GC-01
BR-01
GC-01

O0001A_106

From: National Parks Conservation Association <npca@npca.org> on behalf of Katie Vason
<npca@npca.org>
Sent: Monday, May 21, 2018 7:08 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 21, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

The proposed spaceport in Georgia located in Camden County and directly across from Cumberland Island is the worst possible site for a commercial spaceport. It endangers people, wildlife, property, and public lands.

The Environmental Impact Statement is extremely concerning in it's lack of concrete information especially as the existing site is toxic landfill. There are no studies on the impact of vibrations, extreme heat, fuel spills in to Todd Creek, and potential explosions (which the impact statement does say the failure rate of rockets at 2.5 to 6 percent meaning 1-3 explosions ever 2 years). Not to mention Cumberland Island will have to be evacuated during launches, restricting visitor access, extreme impacts to natural resources and threats to wildlife and visitor safety. Cumberland Island is a National Seashore and to place a spaceport directly on top of a hazardous landfill directly across from a wildlife sanctuary and a place thousands of people from all over the world visit each year is not only irresponsible, it is dangerous, destructive and will negatively impact the surrounding Georgia coast forever. At the very least, there needs to be much more extensive environmental impact studies before moving forward.

NC-02
WR-03
HW-05
HW-06

Please: I strongly urge you to reconsider. The proposed Georgia spaceport site is the worst possible location for this spaceport.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

O0001A_106

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Katie Vason



Final Environmental Impact Statement

Spaceport Camden

O0001A_117

From: National Parks Conservation Association <npca@npca.org> on behalf of Karen Kelley
<npca@npca.org>
Sent: Monday, May 28, 2018 11:38 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 28, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

This is a very sensitive area as it offers sanctuary to Florida's dwindling shore birds.

If this area is adversely affected, there is no "do over". Once abandoned by the shore birds it could take decades if ever they would return.

Surely there is a more suitable area for man's intrusion. Please do not destroy what rightfully belongs to the future generations.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Karen Kelley

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

GC-01

AL-02
GC-01

Final Environmental Impact Statement

Spaceport Camden

O0001A_119

From: National Parks Conservation Association <npca@npca.org> on behalf of Lenoir Williams <npca@npca.org>
Sent: Wednesday, May 30, 2018 7:09 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 30, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Pleny of other sites. Work at it.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Lenoir Williams

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_121

From: National Parks Conservation Association <npca@npca.org> on behalf of Pam Parisi
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:28 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Please pick a better place.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Pam Parisi

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Final Environmental Impact Statement

Spaceport Camden

O0001A_123

From: National Parks Conservation Association <npca@npca.org> on behalf of Betsy Ryan
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:28 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Please consider the impact this will have on the flora & fauna and on the visitors to this beautiful sanctuary. Consider a better place, whether it even needs to exist... anywhere!

AL-02
BR-04

Thank you!

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Betsy Ryan

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_124

From: National Parks Conservation Association <npca@npca.org> on behalf of Lorie Hansen
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:28 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Please move the spaceport further away from the National Seashore. The noise will disturb visitors and marine life. Once it is created the negative impact will be continuous.

GC-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Lorie Hansen



Final Environmental Impact Statement

Spaceport Camden

O0001A_129

From: National Parks Conservation Association <npca@npca.org> on behalf of Leilani Sherfy
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:40 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Surely the FAA is intelligent enough to find an alternative site.

[Leaets please protect Cumberland Island National Seashore!]

AL-02
GC-01

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Leilani Sherfy

[REDACTED]

O0001A_134

From: National Parks Conservation Association <npca@npca.org> on behalf of Michele Dupey <npca@npca.org>
Sent: Thursday, May 31, 2018 7:41 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

Why in the world would you want to locate a commercial spaceport within five miles of a National Park???

AL-02

Oh, I get it. You don't mind if your launches spark fires, which would decimate the National Park.

What a stupid business decision!

Tourism in *any* state is BIG business!!!

GC-01

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Use your brains: DO *NOT* LOCATE A COMMERCIAL SPACEPORT WITHIN FIVE MILES OF THE CUMBERLAND (GA) ISLAND NATIONAL SEASHORE.

Period.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Michele Duprey

A large black rectangular redaction box covering the signature of Ms. Michele Duprey.

O0001A_134

Final Environmental Impact Statement

Spaceport Camden

O0001A_138

From: National Parks Conservation Association <npca@npca.org> on behalf of Ellen Whitney
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:41 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

I am sure another location could be found for this endeavor.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Ellen Whitney

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O0001A_141

From: National Parks Conservation Association <npca@npca.org> on behalf of Lorin Swinehart <npca@npca.org>
Sent: Thursday, May 31, 2018 7:41 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. It would seem that there would be a sufficient number of potential sites available elsewhere than near a National Park or wildlife area.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Dr. Lorin Swinehart

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_142

From: National Parks Conservation Association <npca@npca.org> on behalf of Ann Kristal
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:41 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There is no need to choose this location as the site for this facility.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Ann Kristal

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_143

From: National Parks Conservation Association <npca@npca.org> on behalf of Robert Smith
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:41 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There are enough places in the US where rockets are launched we don't need another.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Robert Smith

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_151

From: National Parks Conservation Association <npca@npca.org> on behalf of Mary Daniel
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:41 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Is this the only location you could find for a spaceport? I'm sure there are many more better places.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Mary Daniel

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_163

From: National Parks Conservation Association <npca@npca.org> on behalf of Kyra Hoffmann <npca@npca.org>
Sent: Thursday, May 31, 2018 7:58 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Protecting one of the last natural areas for wildlife and people is more important than locating this launch site. There must be other locations that would be less disruptive.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Kyra Hoffmann

[REDACTED]

O0001A_168

From: National Parks Conservation Association <npca@npca.org> on behalf of Ursula Cohrs
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:58 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

The proposed Camden County Spaceport is too close to Cumberland Island National Seashore. Any mishap would impact that area deeply.

SA-03
NC-11
NP-38

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Ursula Cohrs

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_171

From: National Parks Conservation Association <npca@npca.org> on behalf of Douglas Young <npca@npca.org>
Sent: Thursday, May 31, 2018 7:58 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

We already have Cape Kennedy and a very good spaceport. Do Not Reinvent the wheel.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Douglas Young

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_172

From: National Parks Conservation Association <npca@npca.org> on behalf of Joni Lindgren
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:58 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Just what do you think visitors to our National Parks or lands would feel about rockets going off overhead and destroying the peace and quiet of these protected places in our country? I, for one, wouldn't like it. I go to get away from the maddening crowd!!

SO-03

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Joni Lindgren

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_176

From: National Parks Conservation Association <npca@npca.org> on behalf of Jon McClellan
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:58 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

I also don't understand the need for another space facility in this country when there are already other well-established ones, including Canaveral just a few hundred miles down the coast. The environmental impact of every space launch is terrible.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Jon McClellan

[REDACTED]

PN-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_183

From: National Parks Conservation Association <npca@npca.org> on behalf of Don Sizemore <npca@npca.org>
Sent: Thursday, May 31, 2018 7:58 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

The wildlife would be devastated by the extreme noise and activity.

Surely there are better locations that would not affect migrating shorebirds, nesting turtles and even park visitors.
Please do not issue licenses to launch near this beautiful nature preserve.

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Don Sizemore

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_193

From: National Parks Conservation Association <npca@npca.org> on behalf of Wendy McKee
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:58 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Find a better alternative that doesn't negatively affect a national refuge and its human visitors. Destroying a beautiful natural environment beloved by thousands of people is unethical, and ethics should be taken into account when making financial decisions.

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Wendy McKee

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_201

From: National Parks Conservation Association <npca@npca.org> on behalf of Lou Baxter
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:58 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

Both as a biologist and as a family member concerned about the future, I am extremely concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

I consider that other sites could be found which would not endanger Cumberland's Island wilderness and the rich wildlife habitat found along this part of the Atlantic coast.

AL-01
AL-02

All over the world any natural environments left are under attack yet, without them, the human race shall also be in trouble. We must protect those important habitats left that have not yet been destroyed or compromised.

GC-01

Please find another area for the proposed Camden County Spaceport - one that not risk destroying part of America's natural heritage, which should be preserved for future generations.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Lou Baxter

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_203

From: National Parks Conservation Association <npca@npca.org> on behalf of Teresa Maslonka <npca@npca.org>
Sent: Thursday, May 31, 2018 7:58 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Surely there is a more appropriate area that has already been disturbed / industrialized that can be used instead.

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Teresa Maslonka



Final Environmental Impact Statement

Spaceport Camden

O0001A_205

From: National Parks Conservation Association <npca@npca.org> on behalf of Della Hamlin
<npca@npca.org>
Sent: Thursday, May 31, 2018 7:58 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

The lack of concern for people and the environment involved is outrageous. It is not as if there are no other alternatives..This is seemingly a deliberate affront to all concerned. This would also wreak havoc with many citizens livelihoods.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Della Hamlin

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_214

From: National Parks Conservation Association <npca@npca.org> on behalf of Brian O'Brien
<npca@npca.org>
Sent: Thursday, May 31, 2018 8:11 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Why the fuck do we need another rocket launching space?

PN-01

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Brian O'Brien

A large rectangular black redaction box covering the signature of Mr. Brian O'Brien.

O0001A_221

From: National Parks Conservation Association <npca@npca.org> on behalf of Chris Korsmo
<npca@npca.org>
Sent: Thursday, May 31, 2018 8:11 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

There are just too many negative effects that would occur, should this project move forward, to this beautiful and sensitive area. Those of us that find rest and rejuvenation in nature need places like Cumberland Island for our mental and spiritual health, and this project would seriously compromise that.

AL-02

Surely a more suitable place could be found for this project!!

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Chris Korsmo

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_222

From: National Parks Conservation Association <npca@npca.org> on behalf of Judy Brewer <npca@npca.org>
Sent: Thursday, May 31, 2018 8:11 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

This is not the proper location for commercial space launches.

AL-02

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Dr. Judy Brewer

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_227

From: National Parks Conservation Association <npca@npca.org> on behalf of Kevin Oldham
<npca@npca.org>
Sent: Thursday, May 31, 2018 8:28 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

There must be a more suitable location available. Find one.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Kevin Oldham

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_228

From: National Parks Conservation Association <npca@npca.org> on behalf of Peter Broderson <npca@npca.org>
Sent: Thursday, May 31, 2018 8:28 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

This is a bad choice please change the location, thanks

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Peter Broderson

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_229

From: National Parks Conservation Association <npca@npca.org> on behalf of Dianna Slowey-Thomas <npca@npca.org>
Sent: Thursday, May 31, 2018 8:28 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Park.

This is a unique wildlife habitat, that can not be duplicated, with plant, animal and insect species that can only be found here. The building of this facility will not only disrupt the environment but the chemicals, fuel and other deadly pollutants needed to launch a rocket, will forever have a deadly effect on the area. That's not even taking into account the spills and accidents, which unfortunately do occur.

Let's not forget about the damage it will cause to the already struggling oceans. It's because of the water on this planet that life is possible, yet we continue to use the oceans as our toilet. Storing of the necessary chemicals for rocket launches, places an impossible to control risk of cracking, leaking or even containment failure, when flooding, hurricanes or even a tsunami hits the area. It will take years before Texas will be done cleaning up after Hurricane Henry, which caused major petrochemical and chemical storage facilities to fail and pollute vast areas when it mixed with floodwaters. Many areas will be unsafe for generations.

I would have hoped that you had learned a lesson but apparently not.

Of all of the places you could build this facility, you choose a fragile ecosystem and the habitat for a number of declining and endangered species of animals, insects and plants. Please reconsider this choice of location and the effect a Spaceport will have on the environment, the ocean and the people who live and work nearby.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

AL-02

O0001A_229

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Dianna Slowey-Thomas

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

O0001A_234

From: National Parks Conservation Association <npca@npca.org> on behalf of Carolyn Clark Pierson <npca@npca.org>
Sent: Thursday, May 31, 2018 8:28 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There are surely other options that would not put a pristine environment at risk.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Carolyn Clark Pierson



Final Environmental Impact Statement

Spaceport Camden

O0001A_251

From: National Parks Conservation Association <npca@npca.org> on behalf of Robert Steininger <npca@npca.org>
Sent: Thursday, May 31, 2018 8:40 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. The Organic Act of

1916 was created "...to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations." The proposed Spaceport violates this mandate.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Robert Steininger

A large rectangular black redaction box covering a signature.

NP-20

Final Environmental Impact Statement

Spaceport Camden

O0001A_254

From: National Parks Conservation Association <npca@npca.org> on behalf of Barbara Laudun <npca@npca.org>
Sent: Thursday, May 31, 2018 8:40 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. with a big as this country is there not a place ?

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Barbara Laudun

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

O0001A_275

From: National Parks Conservation Association <npca@npca.org> on behalf of Harry Matejka
<npca@npca.org>
Sent: Thursday, May 31, 2018 8:58 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There must be a more suitable location for this activity than next to a National Seashore wildlife refuge.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Harry Matejka

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_282

From: National Parks Conservation Association <npca@npca.org> on behalf of Jim Maloney
<npca@npca.org>
Sent: Thursday, May 31, 2018 8:58 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. I had a wonderful opportunity to spend 5 years living and working in Athens, GA and actually spent vacation time on this seashore with my family...I have been to that proposed site and my imagination offers me only extremely negative reactions to such a suggestion.

Currently I am a resident of Florida and I am wondering why the launch sites there can not be "shared" to accomplish the same end.

If you are going to Camden County, why not go a little further down the coast to Florida where they already have experience in sending rockets into space? There is infrastructure there to accomplish the same ends sought if the spaceport is that important...and it might be a nice shot in the arm for Florida - a state which can use an economic boost as much as Georgia!!.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Jim Maloney

[REDACTED]

AL-02

O0001A_282



O0001A_284

From: National Parks Conservation Association <npca@npca.org> on behalf of Margot Lenhart <npca@npca.org>
Sent: Thursday, May 31, 2018 8:58 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Please look for another location.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Margot Lenhart

A large rectangular black redaction box covering the signature of Ms. Margot Lenhart.

Final Environmental Impact Statement

Spaceport Camden

O0001A_300

From: National Parks Conservation Association <npca@npca.org> on behalf of Matt Walker
<npca@npca.org>
Sent: Thursday, May 31, 2018 9:10 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am opposed to the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.
Protecting our few remaining natural spaces is of paramount importance. I've no doubt there are many other suitable places for this undertaking, ones that won't compromise the intent and integrity of our national park units.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Matt Walker

[REDACTED]

O0001A_305

From: National Parks Conservation Association <npca@npca.org> on behalf of John Van Arnold <npca@npca.org>
Sent: Thursday, May 31, 2018 9:28 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200 Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site.
Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Seems like Cape Canaveral would be a likely alternate this plan given that it already is built.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. John Van Arnold

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Final Environmental Impact Statement

Spaceport Camden

O0001A_315

From: [National Parks Conservation Association](#) on behalf of [Freya Harris](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Wednesday, June 06, 2018 5:38:32 PM

Jun 6, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. I firmly believe in renewing space exploration, particularly manned (and, of course, womanned) exploration - but not at the expense of a fragile ecosystem. Surely there is a better place to build a spaceport.

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Freya Harris



O0001A_316

From: [National Parks Conservation Association](#) on behalf of [Robert Daum](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Wednesday, June 06, 2018 11:10:27 AM

Jun 6, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I worked at Cumberland Island in 1979. It is a beautiful and wild place that needs to be protected from this project. Why isn't this being built at Cape Canaveral or on a large military base away from a national park?

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Robert Daum

[REDACTED]

AL-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_320

From: [National Parks Conservation Association](#) on behalf of [Diane Bolte-Silverman](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 05, 2018 11:11:59 AM

Jun 5, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There are alternatives to this location; do the right thing and protect this important National Seashore by rejecting the proposed Camden County Seaport.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Diane Bolte-Silverman

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AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_349

From: [National Parks Conservation Association](#) on behalf of [Eileen Klees](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Sunday, June 03, 2018 7:41:12 AM

Jun 3, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

What is the point of launching rockets other than war? This is both stupid and dangerous.

If the rockets are to explore space than we already have a launch site for that in Florida.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Eileen Klees

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_357

From: [National Parks Conservation Association](#) on behalf of [Susan Jones](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Saturday, June 02, 2018 4:39:38 PM

Jun 2, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island wilderness as it would threaten some of the richest wildlife habitat found along the Atlantic Coast. Please make an effort to locate a more environmentally-suitable location for this endeavor

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Susan Jones

[REDACTED]

AL-02

O0001A_358

From: [National Parks Conservation Association](#) on behalf of [Neil Korsmo](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Saturday, June 02, 2018 3:09:32 PM

Jun 2, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. This area is one of our pristine areas that are part of the National Park System. Even though the spaceport will not be within the boundary, the potential for damage and disturbance is too great to allow this facility to be built where intended. There must be some other place this facility can be built and not adversely affect a pristine area. I wonder if anyone really wants this facility in their backyard?

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Neil Korsmo

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_368

From: [National Parks Conservation Association](#) on behalf of [Lary McKee](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Saturday, June 02, 2018 3:38:18 AM

Jun 2, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Please do not allow this spaceport from being built for there are many other areas to do this. Thank you!

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Lary McKee

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Final Environmental Impact Statement

Spaceport Camden

O0001A_370

From: [National Parks Conservation Association](#) on behalf of [Maurene Keough](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Saturday, June 02, 2018 12:08:15 AM

Jun 2, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

I've been to this unit of our national park system. Rocket launches so close to this national park could disrupt the ecosystem and impact the habitat of migrating birds as well as reduce park-goers' enjoyment of this area. And, what if a rocket launch fails over or on the island and debris hits the Plum Orchard Mansion or an occupied campground? Then,, there's the matter of pollution.

This park is too beautiful and peaceful to risk disturbing it in any way and risking potential loss of life of park-goers, park rangers, and wildlife.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Maurene Keough

[REDACTED]

SA-03
SA-12

Final Environmental Impact Statement

Spaceport Camden

O0001A_376

From: [National Parks Conservation Association](#) on behalf of [Tom Jenkins](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 6:37:18 PM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.
Families go here to enjoy time together and peace and quiet. They should not be frightened/surprised by sound, etc that might frighten them and their families. What about the wildlife that people enjoy seeing in this place???.
Protect what we have. I may never go here but it's important to the American people that we protect the places that are special in our own country.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Tom Jenkins

[REDACTED]

BR-01

Final Environmental Impact Statement

Spaceport Camden

O0001A_382

From: [National Parks Conservation Association](#) on behalf of [John P Davis](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 4:37:06 PM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Clearly, there are hundreds, if not thousands, of alternative locations at which this Applicant's proposed activities might be undertaken without risk of damage to the natural environment.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. John P Davis

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Final Environmental Impact Statement

Spaceport Camden

O0001A_383

From: [National Parks Conservation Association](#) on behalf of [Linda Indyke](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 4:37:06 PM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. The emissions that would come from missiles could very well destroy the flora and fauna that Cumberland Island National Seashore is designed to protect. In addition, climate change has been causing changes to the seas that are part of this park area.

There is no necessity to build missile launch facilities nearby anyway because there are already sufficient launch sites in other areas. All that needs to be done is updating. Let's stop building completely new and utilize what has already been constructed for a similar purpose.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Linda Indyke

[REDACTED]

GC-01

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_384

From: [National Parks Conservation Association](#) on behalf of [Cheryl Schmidt](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 4:37:02 PM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There are other and better choices to launch. Please put more thought into this project.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Cheryl Schmidt

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_387

From: [National Parks Conservation Association](#) on behalf of [Robin Swope](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 3:07:15 PM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Surely there is other land available which do not have such a detrimental impact on its surrounding area and wildlife. This country is blessed with an abundance of beautiful land and amazing wildlife which must be protected for future generations. Thank you.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Robin Swope

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_388

From: [National Parks Conservation Association](#) on behalf of [Susan De Antonio](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 3:06:59 PM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Can't you find another place for this?

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Susan De Antonio

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Final Environmental Impact Statement

Spaceport Camden

O0001A_399

From: [National Parks Conservation Association](#) on behalf of [Gilbert Trester](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 11:36:49 AM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.
Surely there are better places to construct such facilities...Maybe in the Appalachians so that those coal miners, who are faced with unemployment, can get some jobs...just a thought...or maybe near those open pit mines that have destroyed the areas around them and need time to regenerate.

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Gilbert Trester

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_402

From: [National Parks Conservation Association](#) on behalf of [Patricia Rossiter](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 11:06:35 AM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Please do not allow rockets going over this or any National Parks. There are other places to put something like that!

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Patricia Rossiter

[REDACTED]

O0001A_405

From: [National Parks Conservation Association](#) on behalf of [Marianne White](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 10:36:35 AM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Our mental health; the wildlife in the area; and lack of air pollution are more important and critical to our future than launching rockets. After we have destroyed our environment what is left for our children, grandchildren and the future generations. Surely there are other areas where the impact would be less destructive.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Marianne White

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_415

From: [National Parks Conservation Association](#) on behalf of [Rosemary Craighill](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 9:06:28 AM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Why are you putting the environment and the population in jeopardy?

PN-01

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Rosemary Craighill

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_421

From: [National Parks Conservation Association](#) on behalf of [Donald Robinson](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 6:36:37 AM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

There must be other coastal locations available for development that would not compromise this unique natural recreational and wildlife environment. In particular, an already developed site that perhaps is abandoned or no longer contributing to the local economy would be much more preferable over the ruination of this increasingly rare, quiet and pristine habitat.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Donald Robinson

[REDACTED]

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_428

From: [National Parks Conservation Association](#) on behalf of [Diane Griesser](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 4:35:55 AM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There are enough rural areas of GA that building so close to a National Park should not be the only option.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Diane Griesser

[REDACTED]

AL-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_430

From: [National Parks Conservation Association](#) on behalf of [William Schoene](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 2:35:39 AM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Rockets roaring off of launching pads seem intrinsically incompatible with the peaceful pace of life required by wildlife in a national land and sought after by human visitors. Couldn't this spaceport be located much further from CINS?

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. William Schoene

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_434

From: [National Parks Conservation Association](#) on behalf of [James Cunningham](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 01, 2018 1:05:42 AM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There are simply too many unknown factors given the newness of such a facility. Surely there are better locations for such a business venture, locations that would not endanger the very character of a national treasure.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. James Cunningham

[REDACTED]

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_441

From: [National Parks Conservation Association](#) on behalf of [Barbara Brice](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 11:37:18 PM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. This just sounds like a bad idea. There must be somewhere else more acceptable than this. I didn't write the rest of this email, but I do agree with what it says.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Barbara Brice

[REDACTED]

AL-02

O0001A_451

From: [National Parks Conservation Association](#) on behalf of [Judith Elliott](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 11:36:53 PM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Have impact studies been done on the Cape Canaveral National Seashore? That should be done to make sure that wildlife is not adversely impacted, and the turtle nesting sites be harmed with the use of bright lights. Each site for launches need to be assessed individually with the Florida site as an example.

NP-79

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Judith Elliott

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_456

From: [National Parks Conservation Association](#) on behalf of [Pat Floersch](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 11:36:32 PM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

All of the materials to fuel rockets are toxic to the environment and to the living creatures who live on or near Cumberland Island. Fish nurseries and oyster beds are at risk.

Surely there are more appropriate sites for the Spaceport.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Pat Floersch

[REDACTED]

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_458

From: [National Parks Conservation Association](#) on behalf of [John Chapman](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 11:36:28 PM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. I do not believe that the need for a commercial spaceport is sufficient to justify the irreparable damage it would cause to the National Seashore. I am also certain that there are other viable sites for a spaceport with far less potential for extremely serious environmental impact.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. John Chapman

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AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_462

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Friday, June 1, 2018 12:35:43 AM

Jun 1, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

I have not seen documentation that this is necessary for national safety or security. The purpose is not clear.

Use existing sites (eg, Cape Canaveral) if additional space ports are desired.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Carol Shichman

A large rectangular black redaction box covering a handwritten signature.

PN-01
AL-01
AL-02

O0001A_465

From: [National Parks Conservation Association](#) on behalf of [Marianne Ariyanto](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 7:57:42 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. These areas of natural beauty are a Heritage for my grandchildren and all future generations. There are many sites more suitable than any area close to a National Park. Don't do this!

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Marianne Ariyanto

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_468

From: [National Parks Conservation Association](#) on behalf of [Cory Friend](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 7:41:44 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Please consider that this is a very special area and that there is no way to replace an environment like it. It is much easier and smarter to relocate the spaceport to a more appropriate location.
Thanks for your consideration!

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Cory Friend

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_487

From: [National Parks Conservation Association](#) on behalf of [Sue Millar](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 6:11:35 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.
Please find a different area that doesn't impact national treasures!

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Dr. Sue Millar

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_493

From: [National Parks Conservation Association](#) on behalf of [Brenda Bard](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 5:41:25 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Since there is already a compromised area, Cape Canaveral, just south in Florida, why not have the space port operation there? Let the US Govt lease land and make a little money back to help us tax payers?

We keep discovering that destroying key wildlife habitats doesn't bode well for us in the long run. Lets try and recycle areas that have already been compromised and not add to the list of problems that we humans create. No amount of profit can equal the cost of losing precious places. And no amount of remuneration seems to be able to restore our special places to how they once were. At least not in a lifetime. We owe it to our future generations to preserve our special places.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Brenda Bard

A large rectangular black redaction box covering a signature.

AL-01
AL-02
GC-01

A vertical bracket on the right side of the page, grouping the codes AL-01, AL-02, and GC-01.

Final Environmental Impact Statement

Spaceport Camden

O0001A_496

From: [National Parks Conservation Association](#) on behalf of [Deja Lizer](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 5:29:23 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Please find a more suitable location.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Deja Lizer

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_500

From: [National Parks Conservation Association](#) on behalf of [Susannah Gelbart](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 4:59:37 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There must be a better alternative location for such a noisy and environmentally disturbing project.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Susannah Gelbart

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_501

From: [National Parks Conservation Association](#) on behalf of [Martha Gienke](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 4:59:31 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There must be a better place to consider.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Martha Gienke

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_507

From: [National Parks Conservation Association](#) on behalf of [David Thompson](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 4:41:19 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Surely another location can be found.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. David Thompson

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_508

From: [National Parks Conservation Association](#) on behalf of [Donald C. Karcz Sr.](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 4:29:40 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There be a better location. The wildlife fauna will no doubt be alarmed possibly adding to the procreation downturn of many species...

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Donald C. Karcz Sr.



Final Environmental Impact Statement

Spaceport Camden

O0001A_509

From: [National Parks Conservation Association](#) on behalf of [Sherry Pennell](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 4:29:20 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.
This proposal is irresponsible beyond belief and is as dangerously crazy as any from the Trump administration.
There certainly must be many small air ports that would serve this purpose and bring jobs to their communities.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Sherry Pennell

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_511

From: [National Parks Conservation Association](#) on behalf of [Leslie Edwards](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 4:29:13 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. It is counter to the values of a National Seashore to have disruptive activities like this nearby. The County must have a more appropriate parcel, or can find a land swap to create one.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Leslie Edwards

[REDACTED]

AL-02

O0001A_514

From: [National Parks Conservation Association](#) on behalf of [Vincent Serianni](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 4:11:25 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Can not a better location be found?

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Vincent Serianni

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_524

From: [National Parks Conservation Association](#) on behalf of [Janice Russillo](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 3:41:44 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Our parks are supposed to be havens for nature and preservation of our beautiful countryside. Peace and quiet are instrumental to enjoyment of these places. It will be a disaster if you allow a launch site to break the silence. Please find a different location and keep America beautiful.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Janice Russillo

[REDACTED]

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_526

From: [National Parks Conservation Association](#) on behalf of [Michael Tucker](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 3:29:14 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.
a spaceport is a good idea for Georgia, but there are other places to build.

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Michael Tucker



O0001A_531

From: [National Parks Conservation Association](#) on behalf of [Hazel Poolos](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 3:11:22 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

THIS SPACEPORT IS BAD FOR THIS AREA AND MUST BE LOCATED ELSEWHERE.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Hazel Poolos

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_542

From: [National Parks Conservation Association](#) on behalf of [Deborah Milkowski](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 2:59:06 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Our national treasures need to be protected not exploited. Please do everything you can to stop the proposed Camden County Spaceport or relocate the Spaceport to a more appropriate location

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Dr. Deborah Milkowski

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

O0001A_552

From: [National Parks Conservation Association](#) on behalf of [Lynne Firestone](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 2:29:08 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. The seashore is one of the most beautiful places in the area. It's a haven for wildlife, and for people. Once a place like this has been destroyed, it can never be replaced.

Many communities would welcome the Spaceport, and the jobs and income it would create. Please find a better location!

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Lynne Firestone

[REDACTED]

GC-01

AL-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_562

From: [National Parks Conservation Association](#) on behalf of [Rhonda Lanier](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 1:59:16 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

As someone who values beautiful, wild places and the wildlife that call these places home, I am horrified to learn of the possibility of a Spaceport coming to this tranquil, idyllic place. There are certainly more suitable place for this facility. I ask in the strongest manner possible that the FAA make every concerted effort to find that more suitable place and to leave this pristine treasure on the Atlantic Coast undisturbed.

AL-02

Thank you for considering my comments.

Respectfully submitted,

Rhonda Lanier
Atlanta, Georgia

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Rhonda Lanier

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_569

From: [National Parks Conservation Association](#) on behalf of [Gretchen Zeiger-May](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 1:41:14 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

This is not acceptable. This WildLife refuge/National Seashore is so much more needed, in This day and age, with an Orange headed moronic idiot playing god in America. WE must have these quiet, clean, safe, beautiful places to escape to until mr. moron is kicked out.

Please, utilize Cape Canaveral or some other already built/technological site that will not harm one of the most beautiful places and one of the places WE the American people Really Need NOW.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Gretchen Zeiger-May



GC-01
AL-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_571

From: [National Parks Conservation Association](#) on behalf of [Linda Mansfield](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 1:41:10 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Surely you can find a better place to launch from than this the seashore must be protected. Find a better place.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Linda Mansfield

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_574

From: [National Parks Conservation Association](#) on behalf of [Sharyn Wisdom](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 1:29:13 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. you already have Edwards a.f.b and Vandenberg a.f.b.a d cape Canaveral let's just keep shooting rockets up from these places--it's not like they shoot up every day

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Sharyn Wisdom

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AL-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_583

From: [National Parks Conservation Association](#) on behalf of [Ralph Emerson](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 12:59:49 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Surely a better place can be found for such a facility!

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Ralph Emerson

A large rectangular black redaction box covering a signature.

AL-02

O0001A_597

From: [National Parks Conservation Association](#) on behalf of [Ruth Lewis](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 12:30:26 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

What? You have no other place than over and near a National Seashore for this useless endeavor?

AL-02

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. The unique Seashore is of so very much more valuable to the American people that this 'spaceport facility', whatever it is good for.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Ruth Lewis

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_598

From: [National Parks Conservation Association](#) on behalf of [Laura Lusk](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 12:30:10 PM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Locating a spaceport in the proposed location is not warranted. The proper location would be adjunct to Cape Canaveral, or use the launching pads there.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Laura Lusk

[REDACTED]

AL-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_609

From: [National Parks Conservation Association](#) on behalf of [Robert Miller](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 11:59:04 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

What is being done to protect visitors and wildlife? I certainly wouldn't want to be there.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Dr. Robert Miller

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

MT-05
SA-07

Final Environmental Impact Statement

Spaceport Camden

O0001A_615

From: [National Parks Conservation Association](#) on behalf of [Sandra Slemmer](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 11:58:51 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

There has to be a better alternative. Our National Parks were created for the enjoyment of our visitors and the conservation of plants and animals. I don't think rockets blasting into space are compatible with preserving wildlife.

AL-02

Please take this into consideration

Thank you.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Sandra Slemmer

A large rectangular area of the page is completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_621

From: [National Parks Conservation Association](#) on behalf of [Heather Peyton](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 11:41:04 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

On a recent visit, I was pleasantly surprised about the number of birds/bird species that inhabit the island. This is only so because the island is relatively peaceful, birds are free to move around at will, and nesting birds are undisturbed. There were also a number of animal species seen.

This is a surprisingly special place. I travel a lot so this is a comment made from visiting 46 out of 50 states. It is worthy of being kept as a peaceful and unique experience for those who take the time and energy to visit it.

Noise belongs, where noise is already a part of life. That spaceport facility has many other possible locations. Therefore, so not disturb the tranquillity of Cumberland Island National Seashore.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Heather Peyton

GC-01

AL-02

O0001A_621



O0001A_625

From: [National Parks Conservation Association](#) on behalf of [Pat Nordby](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 11:40:56 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Surely there is a more appropriate place to locate a spaceport than in such close proximity to a national park.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Pat Nordby

A large black rectangular redaction box covering the signature of Ms. Pat Nordby.

Final Environmental Impact Statement

Spaceport Camden

O0001A_629

From: [National Parks Conservation Association](#) on behalf of [Ocean Pellett](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 11:29:02 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

There is already a space port in Florida which isn't used every day. Folks should learn to share instead of causing havoc with our wildlife.

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Ocean Pellett

A large rectangular black redaction box covering a signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_638

From: [National Parks Conservation Association](#) on behalf of [Sarah Dickinson](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 11:11:18 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. As a life long (until two years ago) Gainesville Floridian, I know the treasure that Cumberland is - from so many camping trips with our children and sometimes, just a drive from Gainesville for a picnic! The peace (truly hard to find in Florida, these days) is a tonic and the scenery unbeatable. THIS IS NOT THE PLACE FOR AN AIRPORT. The sea life, the air life, the very surface life will be unalterably damaged with concrete and sound and terror for other living beings. WE MUST KEEP OUR QUIET TREASURES. Please FIND ANOTHER PLACE for the airport. Thank you.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Sarah Dickinson



Final Environmental Impact Statement

Spaceport Camden

O0001A_643

From: [National Parks Conservation Association](#) on behalf of [Jeanette Oxelson](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 11:10:56 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. We should not lose water and wildlife places so someone can make a bunch on money on space travel. There are plenty of other places they can build this space port.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Jeanette Oxelson

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Final Environmental Impact Statement

Spaceport Camden

O0001A_648

From: [National Parks Conservation Association](#) on behalf of [Kevin Arney](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 10:59:03 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

There must be a better location.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Kevin Arney

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Final Environmental Impact Statement

Spaceport Camden

O0001A_649

From: [National Parks Conservation Association](#) on behalf of [Rebekah Caruso](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 10:59:02 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. I've never visited this area, but I can't help but think how disastrous this move would be if the spaceport were to be constructed adjacent to Acadia NP, which I have been to. Cumberland Island NATIONAL Seashore is no less important. Surely, another less invasive location can be found!

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Rebekah Caruso

[REDACTED]

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_652

From: [National Parks Conservation Association](#) on behalf of [Karen Casseri](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 11:58:51 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore, and strongly urge you to find an alternate location!!

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Karen Casseri

A large black rectangular redaction box covering the signature of Mrs. Karen Casseri.

O0001A_660

From: [National Parks Conservation Association](#) on behalf of [Thomas Rogers](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 10:35:33 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. What can we do to stop it or relocate it elsewhere where it won't be a threat to a National treasure.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Thomas Rogers

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Final Environmental Impact Statement

Spaceport Camden

O0001A_661

From: [National Parks Conservation Association](#) on behalf of [Helene Whitson](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 10:35:28 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Put it somewhere else. Our national parks and monuments need to be places of peace, quiet, and refuge for wildlife AND for people. We don't need to be bombarded with man-made sound and detritis. To quote William Wordsworth:

The world is too much with us; late and soon,
Getting and spending, we lay waste our powers;--
Little we see in Nature that is ours;
We have given our hearts away, a sordid boon!
This Sea that bares her bosom to the moon;
The winds that will be howling at all hours,
And are up-gathered now like sleeping flowers;
For this, for everything, we are out of tune;
It moves us not. Great God! I'd rather be
A Pagan suckled in a creed outworn;
So might I, standing on this pleasant lea,
Have glimpses that would make me less forlorn;
Have sight of Proteus rising from the sea;
Or hear old Triton blow his wreathed horn.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

O0001A_661

Sincerely,

Ms. Helene Whitson

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Final Environmental Impact Statement

Spaceport Camden

O0001A_663

From: [National Parks Conservation Association](#) on behalf of [Claude McGinnis](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 10:35:15 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

I find it hard to believe that there are not multiple options for this facility in other nearby locations that would not affect the National Seashore. In fact, the FAA should require any applicants to identify such options before proceeding on this phone application!

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Claude McGinnis

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_668

From: [National Parks Conservation Association](#) on behalf of [Barry Siegel](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 10:34:36 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There are multiple launching sites all across the USA already. We DON'T need another one.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Dr. Barry Siegel

[REDACTED]

PN-01
AL-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_670

From: [National Parks Conservation Association](#) on behalf of [Kathleen Messer](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 10:34:14 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

Yikes! putting a spaceport so close to a national seashore is such a bad idea. Please reconsider and choose an alternative that will not endanger wildlife.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Kathleen Messer

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Final Environmental Impact Statement

Spaceport Camden

O0001A_679

From: [National Parks Conservation Association](#) on behalf of [Gary Wollner](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 10:11:13 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

It's amazing to me that there are no other locations in the entire state that would suit the needs of a space port. REALLY???
It has to be close to a National Park.
Somebody is making money off of this project.

It's disgusting and truly a sign of how little government cares about the environment.

Nicely done Camden County. And if the FAA does allow the license I would hope that one day a rocket launch site would end up within 5 miles of their homes.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Gary Wollner



AL-02
GC-01

Final Environmental Impact Statement

Spaceport Camden

O0001A_682

From: [National Parks Conservation Association](#) on behalf of [Nina Wouk](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 10:11:02 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

There is already a perfectly adequate spaceport on the Atlantic cost. There is no need to endanger the coastal areas (which we need for flood control) by building another one.

AL-01
AL-02

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Nina Wouk

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_685

From: [National Parks Conservation Association](#) on behalf of [Danny Douglas](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 10:10:53 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

It is either simply dumb, or someone wasn't thinking. I prefer the latter, and would expect, if not the former, you would immediately discontinue trying to build this launch site. There are plenty of launch sites across this country, and they are not 100 percent in use. Use one, save money, avoid the bad publicity, and save the environment for the wildlife, and sanity of humans under the flight paths of your intended facility.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Danny Douglas

[REDACTED]

AL-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_689

From: [National Parks Conservation Association](#) on behalf of [Eugene Brusin](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 9:59:22 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

The idea of a National Park being near a possible rocket failure with flaming debris falling from the sky is not a well thought out idea for a launch site.

Families who use the park for peace and quiet will have the launch noise to spoil their vacation and perhaps change the local wildlife on land and sea.

Put the rocket launch site somewhere else.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Eugene Brusin

[REDACTED]

GC-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_697

From: [National Parks Conservation Association](#) on behalf of [Richard Schoemer](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 9:59:00 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

a SPACEPORT? WHAT IS THE NEED OF THIS? FIRST, WE NEED SPACECRAFT....
IS THIS FOR NASA? MUSK ALREADY HAS HIS SPOT? WHO WANTS THIS? AND
WHY? SOUNDS STUPID ENOUGH FOR THE TRUMP WHITE HOUSE..

PN-01

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Richard Schoemer

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Final Environmental Impact Statement

Spaceport Camden

O0001A_703

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 10:58:43 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Why must there be a rocket launching site next to a National Seashore? There are plenty of other places to launch rockets from. It needn't be at this place.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Mark Blitzer

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AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_705

From: [National Parks Conservation Association](#) on behalf of [Michael Letendre](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 9:58:38 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Find another site.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Michael Letendre

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_707

From: [National Parks Conservation Association](#) on behalf of [Michael Neal](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 9:41:12 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Don't we have better places to do stuff like this without the potential for environmental damage?

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Michael Neal

A large rectangular black redaction box covering a signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_715

From: [National Parks Conservation Association](#) on behalf of [Ellen Hildner](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 9:40:53 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Surely an alternate location can be found that satisfies all stakeholders.

AL-02

'
Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Ellen Hildner

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_717

From: [National Parks Conservation Association](#) on behalf of [Mr. Shelley Dahlgren, PhD](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 9:40:46 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Mr. SDD. There must be another, better, place to locate this spaceport. Mr. SDD

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Dr. Mr. Shelley Dahlgren, PhD

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_744

From: [National Parks Conservation Association](#) on behalf of [Dan Carley](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 9:10:51 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. This is a beautiful site for peace and tranquility. There must be an alternative location that will work.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Dan Carley

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_749

From: [National Parks Conservation Association](#) on behalf of [Garrine Petersen](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 8:59:21 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.
THERE MUST BE A BETTER PLACE TO PLAY "ROCKET MAN".

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Garrine Petersen

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_763

From: [National Parks Conservation Association](#) on behalf of [Kyle Wilson](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 8:58:55 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Such areas serve as an escape for people looking to reconnect with nature and unwind from the stresses of modern life. Would you allow a DJ to setup in your local movie theater? Besides being an escape for people, increasingly parks and other protected wildlife areas are serving as a refuge for wildlife with shrinking options.

What is the attraction with having a space port in a storm prone area anyway? Wouldn't something like Nevada with consistently good weather be a better choice?

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Kyle Wilson

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GC-01

AL-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_767

From: [National Parks Conservation Association](#) on behalf of [Joseph Collins](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 8:58:50 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Surely, there must be other, better locations to build this (if it's really necessary); one that will not pose a threat to wildlife. Haven't they suffered enough at the hands of human kind?

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Joseph Collins

[REDACTED]

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_776

From: [National Parks Conservation Association](#) on behalf of [Nancy Mulvany](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 8:58:25 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There are plenty of places to develop a spaceport that will not interfere with enjoyment of our National Parks.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Dr. Nancy Mulvany

[REDACTED]
[REDACTED]
[REDACTED]om

Final Environmental Impact Statement

Spaceport Camden

O0001A_779

From: [National Parks Conservation Association](#) on behalf of [Laurie Robey](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 8:58:18 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Although I support spaceport facilities in general, they should not be located near a wildlife habitat and National Park where people go to relax in peace and quiet. There are plenty of other places where a spaceport could be built without jeopardizing a wildlife habitat.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Laurie Robey

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AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_781

From: [National Parks Conservation Association](#) on behalf of [Sylvia Bowman](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 8:58:18 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.
This is not a suitable place for a spaceport as it will have a damaging impact on the wildlife habitat of many animals.
Another more appropriate place must be designated!

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Sylvia Bowman

A large black rectangular redaction box covering the signature of Ms. Sylvia Bowman.

Final Environmental Impact Statement

Spaceport Camden

O0001A_788

From: [National Parks Conservation Association](#) on behalf of [Shirlene Harris](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 8:47:39 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. This is a huge country so we should be able to locate spaceports in areas that aren't sensitive!

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Shirlene Harris

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_790

From: [National Parks Conservation Association](#) on behalf of [Deane Lavender](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 8:47:38 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Let them find a site much less in need of protection. This one should be off limits.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Deane Lavender

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_791

From: [National Parks Conservation Association](#) on behalf of [Gregory Fite](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 8:47:37 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Rockets and seashores cannot thrive side by side. Please relocate the proposed spaceport to a lower impact area.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Gregory Fite

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_805

From: [National Parks Conservation Association](#) on behalf of [Elisabeth N.](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 8:28:50 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. What a terrible site for this operation.

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Elisabeth N.

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_809

From: [National Parks Conservation Association](#) on behalf of [Nancy Hatch](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, May 31, 2018 8:28:38 AM

May 31, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Surely there are places that are more suited to this project that will not endanger wildlife and people.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Nancy Hatch

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_814

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Wednesday, June 13, 2018 7:49:02 AM

Jun 13, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. I believe that the facilities at Cape Canaveral and Wallops Island are more than sufficient for the launch needs.

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Andrew Benson

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_827

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 9:10:54 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Surely other more suitable locations can be developed. Why disrupt and damage precious habitat?

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Dr. Barry Eben

[REDACTED]

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_836

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Monday, June 11, 2018 7:38:58 AM

Jun 11, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

There has to be another place than so close to the park. Please keep looking for a more suitable place.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Bonita Shea
PO Box

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_840

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 7:41:43 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

Please do not " reinvent the wheel". Save the money and use Cape Canaveral.

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Bruce Matheson
PO Box [REDACTED]
[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_848

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Wednesday, June 13, 2018 2:48:50 PM

Jun 13, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. The noise and any pollution from the spaceport will endanger the precious wildlife on the island. Spaceports can be located in places that will not severely impact vulnerable wildlife that must be preserved for future generations. We have irreplaceable wildlife near our national lakeshores here in Michigan, so I am very sensitive to these issues. Please choose the no action alternative and protect the wildlife of Cumberland Island National Seashore. Thank you for your kind attention to my comments.

BR-01

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Carolyn Al-Qadi

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_863

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Wednesday, June 13, 2018 3:53:35 PM

Jun 13, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Places of exceptional beauty represent irreplaceable comfort to the human soul. We should endeavor to protect them. Please relocate the proposed spaceport.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Clara Johnson

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Final Environmental Impact Statement

Spaceport Camden

O0001A_866

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 1:41:29 PM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

The proposed Camden County Spaceport to Cumberland Island National Seashore will jeopardize the solitude and peaceful quiet of the island's wilderness for both millions of American and international tourists and the seashore's abundant wildlife.

We join with millions of fellow American citizen-voters, National Park Conservation Association members, sensitive international tourists, and cumberland Island regional residents in DEMANDING the FAA reject [choose the NO ACTION alternative] in the Draft Environmental Impact Statement for the Camden County Spaceport.

Further, the FAA must not issue a Launch Site Operator License to Camden County without completion of a comprehensive scientifically-based EIS followed by publicly held stakeholder assessments of the EIS factual findings.

The Cumberland Island National Seashore is both Georgia's and all Americans' national treasured resource. As such, it must not be given over via eminent domain to private development for private profit. We join with fellow American citizens in demanding that the FAA deny the permit for the Camden County Spaceport at this time.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental

GC-01

PI-04

GC-01

O0001A_866

Impact Statement.

Sincerely,

Dr. Craig Pernot

[Redacted]
[Redacted]om

Final Environmental Impact Statement

Spaceport Camden

O0001A_868

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 1:11:30 PM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

The airspace above and around the Cumberland Island National Seashore should be off limits to having rockets launched nearby. With flaming debris comes the possibility of fires, and rocket fuel from the exploding rockets will be sprayed onto the island below. This is an area teeming with various wildlife which will be adversely affected and possibly eliminated because of the flaming debris, rocket fuel, and explosions.

There are so few truly wild, beautiful, areas left in the United States. Shouldn't care be taken to protect and prevent their destruction? Surely there are more appropriate locations for a commercial spaceport.

Thank you for your thoughtful consideration of this matter.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

GC-01

MT-05
AL-02

O0001A_868

Mrs. Cynthia Betts



Final Environmental Impact Statement

Spaceport Camden

O0001A_871

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 4:41:40 PM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There has to be a more acceptable location for such a project. The loss of such a unique wilderness can not be undone.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Dannie Williams

A large rectangular area of the page is heavily redacted with black ink, obscuring a signature.

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_880

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 11:06:23 PM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

My concern is not only about the potential disruption to park visitation. Will people be allowed in the park during launches or is their safety a problem? What are the ramifications on park wildlife and the habitat? Will launches drop debris or fuel? National Parks are our legacy to the future. I fear a launch pad that close to any park will be very disruptive to these lands we are duty bound to protect and preserve. Please do not issue the launch site license and encourage Georgia officials to find a more suitable site.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Dennis Reid

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

SA-07
BR-01
HW-20

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_896

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 9:10:59 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am appalled to learn that the rockets launched from the proposed Camden County Spaceport would fly over Cumberland Island!!!! Really? Is there no vacant land along the coast that could accommodate the spaceport, or are the officials of Camden County pushing for this to put their county on the map, irregardless of environmental consequence to Cumberland Island?

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Eileen Podracy

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_902

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 10:11:08 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Our national parks are vital to the protection of our wildlife there.

I cannot imagine why Camden County would even think of doing this. Certainly they could locate another area for the airport.

This lovely quiet, beautiful park should remain undisturbed.

Please leave our National Parks alone so that they will be here for our children and grand children to enjoy and continue to protect.

Elizabeth Booth

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Elizabeth F Booth

[REDACTED]

GC-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_914

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 1:41:34 PM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

This project would endanger the Cumberland Island National Seashore. It belongs in a less cluttered area such as the more arid areas of the West

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Gary Cook

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

AL-01

Final Environmental Impact Statement

Spaceport Camden

O0001A_915

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 8:41:26 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Surely, there has to be a better place to relocate that facility?

Too many of our national treasures are under attack and we need to stop this trend. Cumberland Island's main attraction is solitude and this spaceport would totally ruin it.

So, please consider not authorizing the permits for that center to be built in that proposed area.

Thank you.

GR

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Gary Richards

[REDACTED]

AL-02
GC-01

O0001A_915



Final Environmental Impact Statement

Spaceport Camden

O0001A_919

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 8:45:19 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

The proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore is very troubling. There must be better locations available.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. George Hartman

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_935

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Wednesday, June 13, 2018 3:18:53 PM

Jun 13, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Consider the one of the best and accessible is located at the Kennedy Space Center 150 miles to the south!!
Use rather than making a new one.
Mr. Ingram

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

james ingram

A black rectangular redaction box covering a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_936

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 10:41:15 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. I would like to see the alternative sites before a decision is made.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. James K Hadcroft

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_943

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 8:11:32 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

The east coast has miles of shoreline that does not encroach upon protected wildlife habitat.

GC-01

There are other places in the south that could also use the economic development if that is your concern.

AL-02

AL-02

Is Cape Canaveral so busy we need another spaceport?

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Jean Elliott

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_969

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 10:15:32 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There must be an alternative site that would not harm the park as you have proposed.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Judy Rae

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature. A small vertical line is visible on the left edge of the redaction.

Final Environmental Impact Statement

Spaceport Camden

O0001A_981

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 9:41:09 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. This seashore is a national treasure. One that would be degraded and likely destroyed by the presence of a spaceport facility nearby. Responsible citizens should not allow this to happen. Surely this vast and wealthy nation can find a more appropriate and far less destructive location for the spaceport facility.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Katharine Overlock

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_985

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 9:11:13 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Please reconsider the use of this site and take the time to seek other places.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Kathy Gilpin

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_986

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 8:41:11 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There are tons of horses on the island and the island is a huge tourist destination for people all over the nation. Won't the noise of rockets / aircraft scare the horses, detract from the natural beauty, and decrease the tourist attraction on the island? Please choose another location! It's such a unique and important environment that the spaceport poses a threat to.

NC-01

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Kayleigh Wall



Final Environmental Impact Statement

Spaceport Camden

O0001A_996

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 7:41:55 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Our county, state, and national parks and reserves belong to the people and should be preserved for future generations. They also support wildlife that lives there. No creature living in these protected areas nor people visiting our national lands should be exposed to the danger of a commercial launch site.

Please find other private land that is sufficiently large to contain this venture.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

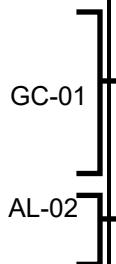
Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Leeann Chastain

A large rectangular black redaction box covering the signature of Ms. Leeann Chastain.

GC-01
AL-02

A vertical line with two horizontal brackets extending from it. The top bracket is labeled "GC-01" and the bottom bracket is labeled "AL-02".

Final Environmental Impact Statement

Spaceport Camden

O0001A_1003

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 11:11:25 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

I have been to Cumberland Island and enjoyed its natural beauty and tranquility. Such places are rare and need to be protected in our world. There must be many other potential locations to launch rockets in already developed areas that will also be more accessible, so there is no need to destroy what little is left of natural areas.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Linda Shaw

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_1004

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 11:41:23 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. This is a large country and it would seem there are better alternatives for this activity. There are too many negative aspects involved in this location.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Linda Sparks

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_1030

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 10:11:09 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Parks are supposed to be peaceful places for people to get away from it all. How "peaceful" will it be? It's also just one more threat to local wildlife. Will this country only be satisfied when every other species but humans and domestic animals are extinct?

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Maryanne Tobin

[REDACTED]

GC-01
NC-01

Final Environmental Impact Statement

Spaceport Camden

O0001A_1036

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 10:41:08 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

There are far better desolate places in the United states where something like this could be located. Too many unexpected accidents and incidents can happen that would have a detrimental affect to wildlife, humans and protected lands. There is no way anyone can guarantee something like this wouldn't happen.

Common sense should prevail as a flat no should be the answer in allowing this.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Michael Martin



GC-01
AL-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_1041

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 1:41:35 PM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Bespoiling yet another natural environment is tragic! There must be alternative sites, perhaps already incurred upon for industrial purposes. It's time to be creative, not destructive or life as we know it will be out of time.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Nancy Fomenko

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_1042

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Thursday, June 14, 2018 1:47:33 PM

Jun 14, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

This is an important wildlife area. It's also a very important research area for understanding the many animals that make the area their home. There are plenty of other options for the spaceport. This is a very small and fragile area. How this area even was thought of is strange. Seems like the military would not want this operation so close to the nuclear sub base either.

AL-02
NP-04

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Nancy Herlocker

A rectangular area of the document has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_1060

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 10:11:12 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Can't existing developed launch sites or industrial sites be used. Respect our few remaining wild places please

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Paul Lajeunesse

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_1068

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 2:15:53 PM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Why can't they lease the under utilized NASA facilities in Florida or Texas. It would certainly help our NASA budget and allow for needed upgrades to those facilities!

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Rita Kain

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

AL-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_1074

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 7:41:49 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

It makes no sense to go to such great, historically substantive, pains to protect areas of the unique and spectacular American landscapes, waterways, wildlife habitat and wild, only to shatter these islands of diversity and relative ecological stability with the very thing they were meant to be protected from. Certainly an alternate site for these rocket launches could be sought.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Robert Vance

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

GC-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_1077

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 3:11:37 PM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. The people of the United States deserve a quiet and peaceful place to visit and our National Parks are that place. Please do not allow a permit for rocket launches above our National Park. Certainly, there must be a more appropriate place to site a launch facility.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Dr. Ron Lukasiewicz

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_1083

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 9:11:26 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

We have other "spaceports" available that have already been developed as such. Cape Canaveral on the east coast and Vandenberg AFB on the west coast are fully-functioning and operational. In addition, plans are being made for a launch facility in New Mexico.

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Russell Melching

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_1084

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 3:11:31 PM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

Every few years my wife and I visit Cumberland Island and will the trails with the horses and the ocean side beach.

I do not want our visit called off because Camden County wants to host a Rocket Shot over the island and Park Service is concerned about our safety. There are a lot of places on the East Coast to safely shoot a rocket from. Over Cumberland Island is not one of them.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. Samuel Booher

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

AL-01
AL-02

Final Environmental Impact Statement

Spaceport Camden

O0001A_1089

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 7:41:58 PM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore.

This is wrong. There must be a better place to put a space port. Cumberland Island must be protected. The beauty of Nature is worth protecting.

AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mrs. Sara Freeborn

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

O0001A_1092

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 3:11:33 PM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. Please put this 'spaceport' somewhere else. Away from our peace and quiet.

AL-01
AL-02

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Ms. Scharley Jordan

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

O0001A_1136

From: National Parks Conservation Association
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport
Date: Tuesday, June 12, 2018 8:11:19 AM

Jun 12, 2018

Ms. Stacey M. Zee

Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE,
Suite 200
Albuquerque, NM 87106

Dear Ms. Zee,

I ask that the Federal Aviation Administration choose the no action alternative in the Draft Environmental Impact Statement for the Camden County Spaceport, denying the applicant's permit for the proposed site. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore. There is no need to compromise everything for the sake of some multi-national corporation's short term profits, and there are plenty of other sites that could be equally -- if not more -- suitable.

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the factors that contribute to my concern.

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

Mr. V.R. Wallace

A large rectangular area of the page has been completely blacked out, obscuring a handwritten signature.

AL-02

O0002

From: Chuck Hunsaker
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comments on Spaceport Camden EIS
Date: Thursday, April 19, 2018 8:56:14 AM

I would like to provide by strongest possible support to the full development and eventual issuance of a spaceport license to Spaceport Camden.

I have read the draft EIS, fully support its findings, and I sincerely hope the FAA will not be swayed by the hysterical comments and actions of the opposition group that made comments during the open hearings of April 11 and 12. I found them to be essentially written by one person who picked others to read them and who is waging a personal war against the project even though he lives over 300 miles away. I also did not find them to be convincing in their attempt to stop the project. They were mostly based on fear of the unknown, fabricated "facts" or outdated facts.

The nation needs a fully commercial spaceport. Having a location in Georgia which is near the Kennedy Space Center will allow space companies to manage both commercial and government launches from the nearby locations.

I have personally met with the majority of the commercial launch companies. They have universally said the Camden location is the best location in the country for a commercial launch facility. Approving a spaceport license for Spaceport Camden will support and greatly enhance the ability for those commercial companies to support their customers.

A couple of years ago I attended the FAA Commercial Space Conference in Washington. During one of the breaks I was getting a cup of coffee. The person on the other side of the table saw my name tag and asked about Spaceport Camden. Then he said, "You guys in Georgia are really lucky. In real estate location is the most important thing. You guys have the best location in the country for a commercial spaceport. If you develop it right you will have the best one in the nation...perhaps the world. If you don't it will be Georgia's biggest mistake in 10 generations." This was a totally unsolicited comment from someone in the industry...a person I did not know nor had ever spoken with.

I believe that encapsulates the view of industry on this very important project. As a take-off of his comments I would add not providing Camden County with a spaceport license would also be a generational mistake for the nation.



Charles R. Hunsaker

Charles R. (Chuck) Hunsaker
Chairman, Space Committee
NDIA-GA...A Model Chapter

O0002

www.ndia-ga.org
pacific6@bellsouth.net
706-464-1142

O0003

Queen Quet

*Chieftess of the Gullah/Geechee Nation
Gullah/Geechee Nation Headquarters
Post Office Box 1109 St. Helena Island, SC 29920
connections@QueenQuet.com • (843) 838-1171 • GullGeeCo@aol.com*

April 11, 2018

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

Peace Ms. Zee!

I am writing this letter on behalf of the Gullah/Geechee Nation, the **Gullah/Geechee Sea Island Coalition**, the **Gullah/Geechee Sustainability Think Tank**, and the **Gullah/Geechee Fishing Association** in opposition to Spaceport Camden. Based on the Draft Environmental Impact Statement, due diligence has not been done regarding the people in the area where Spaceport Camden is being proposed. That area is part of the United States *Gullah/Geechee National Heritage Corridor* which is a national heritage area that was established by the US Congress in 2006. This spaceport can have negative impacts on the numerous Gullah/Geechee cultural resources and on the citizens of the Gullah/Geechee Nation.

It is evident that my people were not asked to provide input during the field work for the EIS given that Appendix F does not reference Gullah/Geechee culture nor any of our tangible and intangible resources. It also does not state how this proposed spaceport will impact these resources and our communities in coastal Georgia and beyond.

In fact, Page F-6 of the appendix entitled "Cultural Resources" is insulting to the Gullah/Geechee Nation and our ancestors. We take it that the statements "enslaved African Americans," "slave population," and "formerly enslaved" are all referring to our ancestors who are Gullah/Geechee people. This section references a perspective from that of the people that enslaved our ancestors without an accurate depiction of the history of land purchases by the Gullah/Geechee families that still remain on this coast. The storyline is written as if our presence diminished the value of the land and the area.

CR-04

O0003

So, are we to take this to mean that as a result of this you did not see a need to actually communicate with the leaders of the Gullah/Geechee Nation and our citizens in Camden County concerning our quality of life and the negative impacts that this spaceport will have on our land and the surrounding waterways?

CR-04

The citizens of the Gullah/Geechee Nation have water and land rights that need to be protected. We also support the continued protection from environmental harm of the Cumberland Island National Seashore and its visitors, wildlife, and residents. I have served on the **National Park Relevancy Committee**. We support the work of the **National Park Service (NPS)** and the **National Park Conservation Association (NPCA)**.

I do a great deal of work with the United Nations as a member of the directorate of the **International Association of Human Rights for American Minorities (IHRAAM)** which is an NGO with consultative status with the UN. The **United Nations Intergovernmental Panel on Climate Change** provides evidence that climate change is occurring as a result of rising greenhouse gas (GHG) emissions that are accelerating. Launches at Spaceport Camden would add to GHG emissions which is in opposition to the work that the leaders of the Gullah/Geechee Nation are doing with our aforementioned partnering organizations to build capacity to reduce said emissions throughout our homeland.

AQ-01

Sea level rise will also negatively impact the proposed launch site which appears to be within a Coastal Barrier Resource Area which is within a hurricane zone. According to the Coastal Barrier Resource System website:

"In the 1970s and 1980s, Congress recognized that certain actions and programs of the Federal Government have historically subsidized and encouraged development on coastal barriers, resulting in the loss of natural resources; threats to human life, health, and property."

CO-01

The Coastal Barrier Resources Act (CBRA) of 1982 designated relatively undeveloped coastal barriers along the Atlantic and Gulf coasts as part of the John H. Chafee Coastal Barrier Resources System (CBRS), and made these areas ineligible for most new federal expenditures and financial assistance. CBRA encourages the conservation of hurricane prone, biologically rich coastal barriers by restricting federal expenditures that encourage development. What you are proposing is development which will no doubt require federal funds. Therefore, we do not see why this CBRA is under consideration for Spaceport Camden.

O0003

Gullah/Geechee people live from the waterways. Thus, negative environmental impacts will have direct effects on the continuation of our fishing and sea work traditions which is part of the cultural heritage that the *Gullah/Geechee Cultural Heritage Corridor* was created to celebrate and to protect.

Due to the cumulative negative effects that this spaceport's building and launches will have on land that is within the Gullah/Geechee Nation and ultimately on the continuing traditions of Gullah/Geechees, we opposed Spaceport Camden.

We look forward to your response to this letter.

Peace,


Queen Quet
Chieftess of the Gullah/Geechee Nation
Founder, ***Gullah/Geechee Sea Island Coalition***
Secretary, ***Gullah/Geechee Fishing Association***

cc ***Gullah/Geechee Sustainability Think Tank***
Gullah/Geechee Cultural Heritage Committee of Northeast Florida
IHRAAM
Gullah/Geechee Angel Network
Gullah/Geechee Fishing Association

Final Environmental Impact Statement

Spaceport Camden

O0004

From: alexkearns1@msn.com
To: FAACamdenSpaceportEIS
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Friday, May 25, 2018 4:23:35 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

On behalf of the Board of the St. Marys EarthKeepers, I express grave concern regarding anything that could potentially damage or disrupt the fragile environmental balance of Cumberland Island, the visitor experience to the Island, and/or any Camden County lands, rivers, tributaries, and indigenous species.

Alex Kearns
Chair
St. Marys EarthKeepers, Inc.

O0005

From: Matthew Koehler <[REDACTED]>
Sent: Thursday, June 07, 2018 3:41 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.] GC-01
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.] WL-04
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.] GC-01

Thank you.

Matthew Koehler
[REDACTED]

O0005A_002

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Monday, June 11, 2018 10:48:00 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Why would we even launch that many rockets? Surely space research doesn't require rocket launches every month.

Aimee Polekoff
[REDACTED]

] - PN-01

O0005A_006

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Monday, June 11, 2018 7:56:16 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

This plan is unnecessary and counter-productive. Please re-think it and put your spaceport somewhere appropriate - like an industrial zone. Try the rust belt. They need the work, too. Thanks.

Sherrill Futrell
[REDACTED]

GC-01
AL-02

O0005A_008

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Monday, June 11, 2018 5:28:40 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

We do not want military testing on our soil. Stop selling weapons to countries all over the world. It is a key reason why we (Americans) can never recover our peacetime economy. Stop the military industrial complex from exceeding 50% of our GNP.

GC-01

Karen Thaw

[REDACTED]

O0005A_009

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Monday, June 11, 2018 3:17:52 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There must be some coastal area that would be acceptable for this activity other than over the Cumberland Island Wilderness. Lose of vacationers there to see the wildlife and scenery can only be negatively impacted by rocket launching.

Mrs. P. D. Waterworth

]- AL-02

O0005A_014

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Monday, June 11, 2018 10:47:56 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Wilderness is precious for both non-human species and us humans. Compromising it through noise and disruptive human activity is not consistent with wilderness legislation and puts its long-term health at risk.

]-WL-06

Linda Carroll
[REDACTED]

O0005A_015

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Monday, June 11, 2018 9:48:14 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Protect the wilderness. The Spaceport Camden proposal threatens the Cumberland Island Wilderness.

]-WL-06

mariorie xavier
[REDACTED]

O0005A_017

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Monday, June 11, 2018 9:17:24 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Please protect this wonderful national treasure for us and our families. There are other established launch sites under utilized that can fulfill the needs of this industry.

AL-01
AL-02

WENDELL ALTMAN
[REDACTED]

O0005A_018

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Monday, June 11, 2018 6:54:15 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

I've read the proposal and agree that it would likely have adverse affects on the Wilderness area. Thank you for reading these comments.

Steve Putrich

]-WL-06

O0005A_029

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Sunday, June 10, 2018 6:38:52 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Wilderness areas in our country need to be defended from development and misuse. Spaceport development doesn't have to occur in the midst of federally-designated Wilderness and the 1964 Wilderness Act does not allow for such developments.

WL-06

LeeAnn Bennett
[REDACTED]

O0005A_030

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Sunday, June 10, 2018 6:08:09 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Why would anyone consider ruining the tranquility and peace of a Wilderness Area? This is CLEARLY a VIOLATION of the Wilderness Act-ad that Act MUST be RESPECTED since the MAJORITY of PEOPLE in America want Our Wilderness Areas, Parks, etc. PROTECTED

AL-02
PN-01
WL-06

Lisa Scharin
[REDACTED]

O0005A_031

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Sunday, June 10, 2018 6:06:03 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

This spaceport should be relocated to an area that doesn't adversely affect national park and wilderness lands.

AL-01
AL-02

Christina Mills

O0005A_032

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Sunday, June 10, 2018 5:28:06 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

The Cumberland Island Wilderness is a special place & critical habitat to the sea turtles. The Spaceport should never happen.
It is designated wilderness and deserves and demands the highest protection under The Wilderness Act of 1964 (PL 88-577).] WL-06

Kari Gunderson
[REDACTED]

O0005A_036

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Sunday, June 10, 2018 2:25:31 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

No rocket launches over protected wilderness areas.
It's not safe, you can't evacuate hikers from a wilderness area, there is not a good way to even let them know of an evacuation.

MT-16
NP-76
PA-24

Debra Beaver

O0005A_037

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Sunday, June 10, 2018 2:23:54 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

A designated Wilderness is no place for commercial rocket launches. Please protect the area's wild character and wildlife by withdrawing this ill-conceived proposal.

David Harrison
[REDACTED]

O0005A_043

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Sunday, June 10, 2018 10:07:24 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Having visited and spent time at Cumberland Island, I am deeply concerned that this commercial development will impact future travelers seeking a wilderness experience in this utterly unique place. This national treasure should not be degraded!

]- WL-06

Ann Vileisis
[REDACTED]

O0005A_047

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Sunday, June 10, 2018 7:51:08 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Use the facility in Florida. Why pollute more pristine land?

Martin Osborne

[REDACTED]

AL-01
AL-02

O0005A_048

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Sunday, June 10, 2018 6:57:51 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

3. I ask that an inclusive conversation from all sides of this program be completed so that a balanced solution may be found before any approval is given.

] PI-04

Jeffrey Christo
[REDACTED]

O0005A_049

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Sunday, June 10, 2018 5:47:37 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.

Ed Young

[REDACTED]

GC-01
WL-04

O0005A_051

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Saturday, June 09, 2018 9:10:06 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There are many other locations throughout the world that are suitable for spacecraft launches that have little or no wildlife.

AL-01
AL-02

Stefan Kodec
[REDACTED]

O0005A_053

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Saturday, June 09, 2018 5:23:55 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

The effects of the launch will be too much for the local wildlife to handle. There should be a significant buffer zone for that loudness and then there is the possibility a rocket could crash on the barrier island.

SA-03
NC-03

Dave Kisor
[REDACTED]

O0005A_057

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Saturday, June 09, 2018 3:50:11 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

We have a fine, functioning space port at Vandenberg AFB, in Lompoc, California. It is a waste of time and money, as well as a danger to the environment to build another space port.

AL-01
AL-02

Edith Ogella

[REDACTED]

O0005A_059

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Saturday, June 09, 2018 1:00:52 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There's PLENTY of scrub land in the eastern U.S.!! DON'T DESTROY THE ECOSYSTEM!!

Herman S Simms Jr
[REDACTED]

AL-01
AL-02

O0005A_066

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Saturday, June 09, 2018 10:59:12 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

We already have 3 places to launch from We do NOT need any more

AL-01
AL-02

gregg simon
[REDACTED]

O0005A_075

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Saturday, June 09, 2018 7:59:59 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Have you considered the impact on your project as well as the Wilderness in this climate change? Will it be safe from rising waters? Isn't there a better use for this Wilderness than adding all the noise, pollution, and many other problems?

Karolyn Kinsey
[REDACTED]

] CL-01
CL-02

O0005A_078

[FAACamdenSpaceportEIS](#)

RE: Spaceport Camden Environmental Impact Statement
June 09, 2018 6:27:49 AM

Administration,

Camden proposal threatens the Cumberland Island Wilderness in designated the Cumberland Island Wilderness under the 1964 U.S.C. 1131-1136, in order to protect its wilderness character. would dramatically degrade Cumberland's wilderness character noise, trash, and other impacts it would have.

Environmental Impact Statement fails to adequately address and the Cumberland Island Wilderness and its wilderness in fact, barely even mentions the Congressionally-designated Cumberland Island.

reject the Spaceport Camden proposal, and it should be from consideration.

another location that does not have the remarkable features of the Island that you can establish your facility at that would not destroy a

AL-02

[REDACTED]

O0005A_084

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Saturday, June 09, 2018 3:43:48 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Why can't they use Cape Kennedy, Edwards Air Force Base, Houston, Huntsville etc. instead of a protected wilderness area?

Lee Bhattacharji
[REDACTED]

AL-01
AL-02

O0005A_104

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 6:01:36 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Cumberland is a designated international biosphere reserve.

—BR-75

Camden County's spaceport would have huge negative impacts on the Wilderness as well as the seashore, wildlife, and the area's many visitors.

—GC-01

Reject it and withdraw it from consideration!

James Tornatore

O0005A_108

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 4:31:43 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

I join many of my fellow Georgians in opposing this Spaceport. There are many places within and outside of Georgia that it can be located that would not affect one of the few wilderness areas in the State.

AL-01
AL-02

Arthur Hagar

O0005A_123

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 1:44:10 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

I stayed on Cumberland Island at the Inn. It is a jewel of a National Park and must remain as is. I can not imagine anything more devastating than this proposal. You have Cape Canaveral an hour south, stay there for all rocket launches.

carol iaqiello
[REDACTED]

AL-01
AL-02

O0005A_127

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 1:36:34 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

I do not understand why the current administration does not believe in science. The Draft Environmental Impact Statement should reflect the designated Wilderness on Cumberland Island. Something is seriously wrong with this whole administration.

]-WL-04

Linda Freeman
[REDACTED]

O0005A_132

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 1:15:08 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

STOP THIS NONSENSE NOW. NO FRIKKING ROCKET LAUNCHINGS OVER CUMBERLAND ISLAND WILDERNESS. USE CAPE CANAVERAL - THAT IS WHAT IT IS THERE FOR.

Gretchen Zeiger-May
[REDACTED]

AL-01
AL-02

O0005A_133

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 1:11:15 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

The federally designated Wilderness area is located within the DEIS's "hazard zones." Campers and hikers on Cumberland Island are not "authorized personnel" and your EIS is flawed and should be rewritten. Wilderness and rockets are antithetical.

] SA-08

Jeffrey Smith
[REDACTED]

O0005A_136

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 12:28:25 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

In March, the Federal Aviation Administration (FAA) released a Draft Environmental Impact Statement (DEIS) for a commercial rocket launching facility called Spaceport Camden along the coast of southern Georgia. The preferred alternative in this DEIS allows for 36 tests and 12 commercial rocket launches every year over Cumberland Island's north end—the location of Cumberland Island Wilderness, which Wilderness Watch has worked to protect for many years.

Cumberland is the largest barrier island Wilderness in the East and a designated international biosphere reserve.

Camden County's spaceport would have huge negative impacts on the Wilderness as well as the seashore, wildlife, and the area's many visitors. The launches would shatter the area's natural sounds, stress native wildlife including threatened and endangered species, create major safety concerns from rocket fuel and ignited debris falling from exploding rockets, and could force the Park Service to close and evacuate the Wilderness and National Seashore multiple times per year. (The preferred alternative allows closures of up to 12 hours per each of the 12 launch days per year, plus up to three hours for each of the 36 tests allowed per year.) Clearly, the intrusion, noise, trash, and other impacts pose a major threat to the wilderness character of the Cumberland Island Wilderness and surrounding area. The FAA needs to reject Camden County's ill-advised rocket launch site near Cumberland.

GC-01
BR-73

Andrea Zemel

O0005A_140

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 11:56:17 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There should be a better place for a spaceport than next to endangered wilderness.] AL-02

Mark Wirth
[REDACTED]

O0005A_143

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 11:03:26 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

I am astounded that a designated international biosphere would even be considered for a place to perform rocket launches. It is so counter to the deliberate concept of wilderness. There must be a more appropriate locale for the Spaceport proposal.

BR-75
AL-02

Diane Vandiver
[REDACTED]

O0005A_154

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 9:47:55 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There are better locations for developments such as this, but only one wilderness.

[REDACTED] AL-02

Michael Kendall
[REDACTED]

O0005A_164

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 9:20:38 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Surely there are other less sensitive areas to put this facility. When will we take local conditions into account before making these sorts of decisions.

AL-02

Sima Cooperman

[REDACTED]

O0005A_167

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 8:41:30 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

I'm sure an alternative can be found to avoid the impact this will have on this wilderness which has been carefully crafted over so many years. I look forward to hearing the results of a more fully analyzed analysis for placing such a facility!

Robert Summers

[REDACTED]

AL-02

O0005A_184

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 7:25:08 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Why not lease "space" at the Kennedy Space Center? It's obviously already purpose built, and NASA could use the money for it's programs!

AL-01
AL-02

Michael Ott
[REDACTED]

O0005A_1

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 7:23:43 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

In a state the size of Georgia, there must be many more suitable sites available for the spaceport, preferably with easier access for potential employees.

AL-01
AL-02

Jo Ellen Bate
[REDACTED]

O0005A_191

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 7:01:01 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Clearly there are other alternatives that will spare this wilderness area from the noise of rocket launchings.

The DEIS doesn't adequately study the cumulative impacts that noise pollution would have on this wilderness area!

AL-02
CI-01

d robinson
[REDACTED]

O0005A_197

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 6:34:31 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Umm...isn't Kennedy a little dead know since the shuttles aren't launching? Jeez, use what you got instead of destroying even more.

AL-01
AL-02

Terry Mueller
[REDACTED]

O0005A_206

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 6:15:26 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Surely there must be a place that can be used that doesn't threaten a wilderness area.

]- AL-02

Dane Bowen

[REDACTED]

O0005A_207

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 6:02:33 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

I have sailed up and down the SE coast of the US and, of all places, why would you choose to launch over some of the most pristine land? FL has practically no undeveloped land left and already has the space coast. Why not there?

AL-01
AL-02

Piper Honigmann
[REDACTED]

O0005A_213

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 5:36:41 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Choosing a place for this project with such dire consequence shows an absolute failure of respect, professionalism, imagination, and intelligence. Plenty of other places to do this - and remember - God is watching the choices you make.

]- AL-02

Kathy Crist
[REDACTED]

O0005A_214

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 5:30:22 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Rockets blasting off in a protected wilderness area? I suppose this site was chosen because "nothing would be bothered". What a lack of awareness of the natural world around us thoughtless human beings!

AL-02

Carolyn Clark Pierson
[REDACTED]

O0005A_222

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 4:30:44 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

We already have a huge facility and space at the Canaveral/Kennedy space center. Why not put the proposed commercial facility there and leave the Cumberland island area alone?

John Perlette

AL-01
AL-02

O0005A_223

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 4:23:08 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Wilderness Areas should not be besieged by air traffic. There are few wilderness areas left in this country so we should be preserving the peace and quiet--not creating more noisy, congested areas. Please find a place for this in a commercial zone.

AL-02

Linda Rolf

O0005A_224

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 4:23:07 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

And these rocket launches would accomplish what???

] - PN-01

Cheri Moore
[REDACTED]

O0005A_226

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 3:57:19 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

This is a terrible idea. There are so many commercial and industrial areas that are underused that won't disturb fragile ecosystems, please use one of those instead.

Paula Eppler

AL-01
AL-02

O0005A_244

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 12:21:42 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Please note that sound flows like water.
Is there a study on the effects of a launch of space vehicles on the surrounding area?

]- NC-01

Franklin Kapustka
[REDACTED]

O0005A_248

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 11:29:44 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There have to be more appropriate and less fragile locations for any such spaceport.

]-AL-02

Mary Kraeszig
[REDACTED]

O0005A_250

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 11:24:16 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Cumberland is the largest barrier island Wilderness in the East and a designated international biosphere reserve.

Camden County's spaceport would have huge negative impacts on the Wilderness as well as the seashore, wildlife, and the area's many visitors. The launches would shatter the area's natural sounds, stress native wildlife including threatened and endangered species, create major safety concerns from rocket fuel and ignited debris falling from exploding rockets, and could force the Park Service to close and evacuate the Wilderness and National Seashore multiple times per year. (The preferred alternative allows closures of up to 12 hours per each of the 12 launch days per year, plus up to three hours for each of the 36 tests allowed per year.)

Clearly, the intrusion, noise, trash, and other impacts pose a major threat to the wilderness character of the Cumberland Island Wilderness and surrounding area. The FAA needs to reject Camden County's ill-advised rocket launch site near Cumberland.

G. G. Johnson

[REDACTED]

BR-75

GC-01

O0005A_252

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 11:23:55 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
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Camden County's spaceport would have huge negative impacts on the Wilderness as well as the seashore, wildlife, and the area's many visitors. The launches would shatter the area's natural sounds, stress native wildlife including threatened and endangered species, create major safety concerns from rocket fuel and ignited debris falling from exploding rockets, and could force the Park Service to close and evacuate the Wilderness and National Seashore multiple times per year. (The preferred alternative allows closures of up to 12 hours per each of the 12 launch days per year, plus up to three hours for each of the 36 tests allowed per year.)

Clearly, the intrusion, noise, trash, and other impacts pose a major threat to the wilderness character of the Cumberland Island Wilderness and surrounding area. The FAA needs to reject Camden County's ill-advised rocket launch site near Cumberland.

D Bello

[REDACTED]

BR-75

GC-01

O0005A_254

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 11:23:49 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
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3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Please re-evaluate this proposal and address the threats to the wildlife, environment, and ecosystems that may not survive the Spaceport Camden. As an environmental specialist, I would hope protecting the environment would be a passion of yours.

Juliana de Tarnowsky
[REDACTED]

MT-05

O0005A_265

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 10:10:41 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

The Environmental Impact Statement needs to reflect the Wilderness designation and you need to consider that this belongs to the people and not corporations.

Jacqueline Jenkins
[REDACTED]

]-WL-04

O0005A_278

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 9:39:12 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Find another place for the Spaceport that is already degraded and zoned for such massive development. Leave wilderness alone!

]- AL-02

JUDITH HOAGLUND
[REDACTED]

O0005A_290

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 9:10:35 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
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3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There are plenty of brownfield properties that could be used for the purposes of encouraging space transportation.

Benjamin Martin
[REDACTED]

]- AL-02

O0005A_293

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 9:04:45 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Why on earth would you jeopardize a wilderness area in this fashion - in any fashion. There must be hundreds of other sites to launch rockets where the impact would be minimal. Whoever thought this was a good idea is deluded

]- AL-02

Wendy Raymond
[REDACTED]

O0005A_295

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 9:02:17 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

THE DEIS ALSO FAILS TO NOTE THE ECONOMIC LOSS IN TERMS OF THE EXISTING TRADE AND TOURISM ALREADY EXTANT.

] SO-01

THE PROPOSED SPACEPORT HAS A NEGATIVE COST TO BENEFIT RATIO AND NEEDS TO BE BANNED PERMANENTLY.

Mary Ashcliffe

[REDACTED]

O0005A_297

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Tuesday, June 12, 2018 7:46:41 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

It's bad enough to have to listen to airplanes or helicopters when one is enjoying the peacefulness of wilderness, but rocket launches are a ridiculous idea! Surely there can be better places to do this!

Shari Sutherland
[REDACTED]

]- AL-02

O0005A_303

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 9:00:00 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

COME UP WITH A SMARTER ALTERNATIVE

[REDACTED] AL-02

Cary Appenzeller
[REDACTED]

O0005A_305

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 8:57:30 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Cumberland is the largest barrier island Wilderness in the East and a designated international biosphere reserve.

Camden County's spaceport would have huge negative impacts on the Wilderness as well as the seashore, wildlife, and the area's many visitors. The launches would shatter the area's natural sounds, stress native wildlife including threatened and endangered species, create major safety concerns from rocket fuel and ignited debris falling from exploding rockets, and could force the Park Service to close and evacuate the Wilderness and National Seashore multiple times per year. (The preferred alternative allows closures of up to 12 hours per each of the 12 launch days per year, plus up to three hours for each of the 36 tests allowed per year.)

Clearly, the intrusion, noise, trash, and other impacts pose a major threat to the wilderness character of the Cumberland Island Wilderness and surrounding area. The FAA needs to reject Camden County's ill-advised rocket launch site near Cumberland.

Judy Dufficy
[REDACTED]

BR-75

GC-01

O0005A_310

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 8:47:47 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Do the drafters of such misguided plans have so much contempt for the impact of their errors on the wildlife affected? What standards are used to ensure that these cock-eyed, short sighted plans receive appropriate oversight? This is contemptuous.

NP-05
NP-12

Robert Lindberg
[REDACTED]

O0005A_312

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 8:44:10 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

PLEASE DO NOT do these rocket launches. The wildlife and the environment will be jeopardized. It is bad enough that we are taking their homes away. Please find an alternative method that will continue to protect the animals and their environment.

AL-02
MT-05

Iris & Patty Yermak
[REDACTED]

O0005A_315

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 8:40:00 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

3. Please consider moving to an area that is completely outside the federally designated wilderness area. Please remember "safety first".

AL-02
PA-01

Respectfully,
Diane Bartkovich

Diane Bartkovich

O0005A_317

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 8:32:38 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

I strongly oppose this particular location for rocket and rocket engine testing. There certainly are more appropriate places to conduct these tests, which I understand are functionally use, where they won't have such a negative impact.

]-AL-02

Gordon Parker III

O0005A_319

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 8:26:28 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

WHY NOT USE AN ALREADY DISTURBED SITE? HOW ABOUT A MILITARY BASE?
WHEN WILL WE EVER LEARN THE IMPORTANCE OF CONSERVATION AREAS?
MAKES ME THINK OF OLI NORTH AND GUANACASTE CR.

AL-02

Barry Draper
[REDACTED]

O0005A_323

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 8:20:51 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

This spaceport would negatively impact this amazing natural area, and the wildlife that lives there. Why locate a spaceport at such a beautiful and vulnerable natural area??

Karen Waltman

AL-02
PA-01

O0005A_330

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 8:04:20 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

It seems to me that there are plenty of other sites that are already developed for this kind of activity. Why are destruction and progress always linked? There is no good reason!

Kevin Oldham

AL-02

O0005A_334

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 8:01:12 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

We have so few wilderness lands left. Can't you find a deserted parking lot or something that's already been degraded? Have respect for THIS planet before you set out to explore others!

AL-02

Ali Van Zee
[REDACTED]

O0005A_336

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 7:54:41 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

The DEIS should protect the Cumberland Island Wilderness Cumberland in consideration of its being the largest barrier island Wilderness in the East and a designated international biosphere reserve, which provides tourism \$ yearround.

Elizabeth Lonoff
[REDACTED]

] BR-75

O0005A_337

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 7:53:46 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

It would appear that there are serious negative impacts of this proposal that have not been adequately addressed. Consider alternatives that will cause less intrusion and damage to the environment.

Sincerely, Susan Ellis

Susan Ellis

[REDACTED]

]- AL-02

O0005A_342

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 7:45:37 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There must be a place on the east coast that is not a protected part of our ecological preserve. Try finding one with out the environmental impacts of the barrier island. Thank you.

Barbara Kellerman

AL-01
AL-02

O0005A_346

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 7:44:36 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
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3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

An EIS is supposed to consider all impacts to the Wilderness. A wilderness is supposed to remain untouched and untainted by man's activities. Preservation cannot be compromised by launches which cause harm of any sort to the Wilderness.

Charles Smith

WL-04

O0005A_348

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 7:42:57 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
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3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Clearly your DEIS did not account for the fact that the proposed area is an International Biosphere Reserve, which, if you had a single firing neuron to your inbred brain, would signal to you that no construction is permitted within the vicinity!

BR-75

James G Padier

O0005A_352

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 7:36:56 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

3. The Canaveral facility should take on additional launches and activities

AL-01
AL-02

peter Sigmann
[REDACTED]

O0005A_361

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 7:26:12 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
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3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

I'm curious to know of the alternative sites and their proximity to Wilderness areas.

[REDACTED] AL-02

James K Hadcroft
[REDACTED]

O0005A_363

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 7:25:38 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

What are you thinking, or is this just another Trump-oriented proposal to degrade public lands? What if a launch fails and a rocket explodes within the wilderness area? Do you have any contingency plans for that? Of course not.

] SA-07

Malcolm Cleaveland
[REDACTED]

O0005A_364

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 7:25:17 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Surely there are areas not in a national wilderness area for this type of activity.

[] PA-01
[] AL-02

David James
[REDACTED]

O0005A_374

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 7:08:27 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

In what universe does this plan sound like a good idea? There is no second Earth to get 7 billion people to, if we keep destroying this one.

Julie Takatsch

O0005A_377

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 7:05:07 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Surely there is a better place than here for rocket launches. Let's try to be compassionate towards Mother Earth.
We need her.

]- AL-02

M. Nieson
[REDACTED]

O0005A_395

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 6:39:07 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Has anyone considered the damage to the tourism business in the immediate area, but in Savannah and neighboring historic towns as well. This project will mean a loss of income for the State of Georgia, and it will impact the fishing industry.

] SO-01

Mara McManus
[REDACTED]

O0005A_399

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 6:34:29 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Cumberland is the largest barrier island Wilderness in the East and a designated international biosphere reserve. Clearly, the intrusion, noise, trash, and other impacts pose a major threat to the wilderness character of this last remaining pristine

BR-75
GC-01

Laura McGowan
[REDACTED]

O0005A_404

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 6:27:52 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

The DEIS does not address the question of the impact of an explosion, either in flight or on the ground. These risks are untenable and the proposal should be withdrawn from consideration.

Diana Bain

] SA-03
SA-12

O0005A_406

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 6:26:13 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

I don't even understand the purpose of this proposal for a Spaceport. Is it supposed to make us safer or just show off our power or what?]- PN-01

Gemma Stracka
[REDACTED]

O0005A_412

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 6:19:28 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There must be other places in which to place a rocket launch site other than a wilderness area. Let's protect our wilderness areas for coming generations and not destroy all we have left.

Emma Crane

PA-01
AL-02

O0005A_415

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 6:18:07 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Why do we need another Spaceport? It seems to me the one at Cape Canaveral fills this function?

] PN-01
] AL-01
AL-02

Ocean Pellett
[REDACTED]

O0005A_419

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 6:16:53 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

In order to preserve the natural area and wilderness reserve, I am sure there is a viable alternative area suitable for this facility.

]- AL-02

Anthony DeCarlo
[REDACTED]

O0005A_421

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 6:16:30 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Please do the right thing for the wilderness; the wilderness is definitely the wrong place for this "test." I am sure you can find another area to test the Spaceport.

Carolyn Knoll

]- AL-02

O0005A_422

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 6:16:16 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Please help preserve our beautiful country for our descendants. We are fortunate to be here in this time of decision-making. There certainly are alternatives to degrading the Cumberland Island Wilderness and you can find them! Thank you.

E. Barber

[REDACTED] AL-02

O0005A_424

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 6:15:57 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There must be other places more remote which would not disturb wildlife as much.

[REDACTED] AL-02

Richard Schulte
[REDACTED]

O0005A_426

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 6:15:01 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Stay in Florida where established infrastructure allows this activity. Do not go into another environment which will suffer never ending damage from industrial intrusion

AL-01
AL-02

Julia Walters
[REDACTED]

O0005A_447

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:36:57 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

make private places rent the NASA areas

[REDACTED] AL-02

Roberta Page
[REDACTED]

O0005A_453

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:05:06 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Trashing a nationally designated wilderness reserve is not a minor matter. The FAA needs to rethink this one and find other areas for its rocket flights. There must be developed land whose value would not be damaged by rocket overflights.

]- AL-02

Sandra Woodall

O0005A_455

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:03:59 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

We need our wilderness areas. Can't you find a better location? How about Cape Canaveral?

AL-01
AL-02

Joanne Nelson
[REDACTED]

O0005A_460

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:02:56 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

The disruption to the area with explosive sound, lights at all hours and major events in and around the air space will totally negate the concept of Wilderness on the opposite shore from this planned Space Port. There must be another spot for this.

AL-02

Danna Dal Porto

O0005A_465

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 4:58:35 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There have to be plenty more suitable locations for another spaceport; however, proximity to any Wilderness should preclude this type of development.

Thank you for your time and attention to this very important matter.

Heather Moriah

AL-02

O0005A_467

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 4:57:02 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Why is there a rush to use this technology before it has passed environmental tests. Is it needed and is it safe and who exactly does it benefits. Follow the money trail and see who actually benefits. Please tell me what action you intend to take

Anita Brandariz
[REDACTED]

NP-80
PN-01

O0005A_470

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 4:54:59 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Please consider a sight less under protection and demanding preservation. Thank you.

Kevin McKelvie
[REDACTED]

]- AL-02

O0005A_473

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 4:54:16 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Also, "DEIS does not address potential impacts in the case of an explosion, or launch failure." As others have said, the doc is incomplete, and should "drop this ill-advised proposal "

SA-03
SA-12

Sara Haves
[REDACTED]

O0005A_476

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 4:53:38 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Why can't you find a place that is already ruined - that is, not some remaining natural area that is home to wildlife and provides ongoing 'services' of natural ecosystems? There are plenty of places where little life still exists ?

]- AL-02

T J Thompson

O0005A_479

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 4:52:22 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

You could easily use a spaceport already in existence to ease environmental concerns AND save taxpayer's money.

Ginger Brewer
[REDACTED]

AL-01
AL-02

O0005A_480

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 4:52:00 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Hello

Surely a more appropriate site can be found for commercial spaceflight, or any other motorized activity!

Thank you.

]- AL-02

Dean Mieras

Dean Mieras

[REDACTED]

O0005A_486

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 4:50:23 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Good stewardship is a must!! What are the possible alternative sites that would be not or less impacted by the rock launches? Blessings all!! :)

Will Aagee

]- AL-02

O0005A_488

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 4:49:54 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Please find another place for commercial rocket launches that will not impact a protected wilderness area.

]- AL-02

Adelia Horner-Johnson
[REDACTED]

O0005A_491

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 4:48:29 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

The US already has two space ports; use those. More are not required.

ann malvon
[REDACTED]

[REDACTED] AL-01
[REDACTED] AL-02

O0005A_500

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 14, 2018 6:41:53 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

No rocket launching or testing or any other type of non-environmental item should ever be used in a Would Biosphere Reserve.

Lytton Patrick Brown

PA-01
BR-75

O0005A_504

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 14, 2018 1:20:21 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Please protect this designated Wilderness. Another spaceport is not needed - the ones already built are sitting completely empty...

Chris Freeland
[REDACTED]

]- AL-01
AL-02

O0005A_505

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 14, 2018 11:42:37 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Do it in the desert.
THIS IS OUR LAND? GET OUT OF WILDLIFE AREAS!

Jacqueline Burns-Walters
[REDACTED]

AL-01
AL-02

O0005A_509

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Wednesday, June 13, 2018 10:04:07 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

The U.S. already has plenty of places set aside to launch rockets. We don't need more.

Michael Duncan

AL-01
AL-02

O0005A_515

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Tuesday, June 12, 2018 7:16:20 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There are other options that continue to protect this wilderness and those options should be explored.

]- AL-02

Carrie Montgomery
[REDACTED]

O0005A_518

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Tuesday, June 12, 2018 4:50:45 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

I don't agree with You on your proposals. Find somewhere else to put your Spaceport. BAD IDEAL . This proposal will hurt the Cumberland Island Wilderness. There's got to be a better place for this.

Betty Lee Smith

]- AL-02

O0005A_523

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Friday, June 08, 2018 7:56:12 AM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Please note that this wilderness is also an international biosphere reserve. Such areas should have the highest level of protection. This is no place for a spaceport.

] BR-75

Vicki Watson
[REDACTED]

O0005A_535

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:32:05 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

What are you going to do when a launch fails and the debris falls onto Cumberland Island? It is inevitable. Wilderness is more important than rocket launches that will benefit the few who can afford to invest in this folly.

] SA-12

Bruce Higgins
[REDACTED]

O0005A_545

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:24:29 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There are better options!

[REDACTED] AL-02

Michael Sklar
[REDACTED]

O0005A_555

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:19:04 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Please do not put a spaceport in the Cumberland Island Wilderness. We should be preserving and protecting wilderness areas.

Janet Yasenchak-Votta
[REDACTED]

]- PA-01

O0005A_556

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:18:36 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

This area does not need this type of noise pollution/stress on the environment. There are other places that are not near a Wilderness area that could be used, please do not allow this proposal to move forward.

]- AL-02

Ashli Carter

Final Environmental Impact Statement

Spaceport Camden

O0005A_557

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:18:27 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Find another site, better suited.

[REDACTED] AL-02

Allen Rozelle
[REDACTED]

O0005A_558

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:17:49 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

I am always surprised when corporate interests want to develop wilderness areas. Wilderness does not need to be developed, it needs to be left alone because once these folks get in there they will most assuredly pollute and destroy the area.

Walter Tulys

] PA-01

O0005A_562

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:14:49 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

We already have plenty of launch sites -- we don't need one more!

Stephen Nichols
[REDACTED]

PN-01
AL-01
AL-02

O0005A_570

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:09:29 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

There must be another location, such as New York area, which would not endanger a pristine wilderness. Oh, I forgot. Urban dwellers get the dubious benefit of NIMBY.

AL-01
AL-02

Michael Friedman
[REDACTED]

O0005A_571

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:09:09 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Though I am a huge fan of exploring the reaches of the sky above us, I oppose siting a spaceport which causes rockets to travel over the Cumberland Island Wilderness. I urge you to use an alternative site.

Martha Booz

]- AL-02

O0005A_572

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:09:06 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

I still don't understand how the draft EIS can ignore impacts to the Cumberland Island Wilderness. I think this calls for rewriting the EIS.

Beverly Minn

]- WL-04

O0005A_573

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: RE: Spaceport Camden Environmental Impact Statement
Date: Thursday, June 07, 2018 5:08:36 PM

Stacey Zee,

Dear Federal Aviation Administration,

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways. Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131-1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have.
2. The Draft Environmental Impact Statement fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.
3. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

Thank you.

Lets rethink your proposal.....There are alternatives thanks tom

tom kovalicky
[REDACTED]

] AL-02

O0006

From: Nikki Belmonte <nikki@atlantaaudubon.org>
Sent: Thursday, June 07, 2018 12:29 PM
To: FAACamdenSpaceportEIS
Cc: Amanda Woomer
Subject: EXTERNAL: Comments on Spaceport Camden EIS
Attachments: Camden Spaceport Letter 2018 FINAL.docx.pdf

Dear Ms. Zee,

Please find comments on the proposed commercial rocket facility in Camden County, GA attached. We appreciate the opportunity to comment.

Thank you,
Nikki

--
Nikki Belmonte
Executive Director
Atlanta Audubon Society
4055 Roswell Road
Atlanta, GA 30342
678-973-2437

www.atlantaaudubon.org
Find AAS on [Facebook](#) and [Twitter @AtlantaGAudubon](#)
Follow me on Twitter [@ConstantBirder](#)
Proud member of [EarthShare of Georgia](#)

Building places where birds and people thrive. [Help us by becoming a member.](#)

00006

June 8, 2018

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



Re: Proposed Commercial Rocket Facility in Camden County, Georgia

Dear Ms. Zee,

I am writing to you today on behalf of the Board of Directors, staff, and constituents of Atlanta Audubon Society to ask the Federal Aviation Administration (FAA) to reject the proposal to build a commercial spaceport in Camden County, Ga. The danger to Camden County's own Cumberland Island and the surrounding waters and estuaries is too great to risk damaging this pristine landscape.

Atlanta Audubon Society's mission is to build places where birds and people thrive. We fulfill our mission through education, conservation, and advocacy. With more than 1,000 chapter members and more than 3,500 National Audubon Society members, Atlanta Audubon represents a broad constituency united by a desire to protect birds and other wildlife. Our constituents include coastal residents, frequent visitors, and concerned citizens who understand the significance of the natural beaches, salt marshes, and maritime forest to the more than 250 species of birds that winter, breed, migrate through, or live year-round on Cumberland Island and surrounding areas.

Cumberland Island is home to pristine maritime forests, undeveloped beaches, and extensive salt marshes, and supports a rich biodiversity of wildlife and plants. These habitats are crucial to birds because of their natural and pristine state. Cumberland is a hotspot for migratory birds; being Georgia's southernmost barrier island, it is tremendously important stopover for thousands of birds, like the Blackpoll Warbler, Red Knot, and Peregrine Falcon, where they first make landfall after endless hours of flight or fuel up before their long open water journey back to South America.

Cumberland Island is also an important breeding ground in the spring and summer for many species of birds, including the threatened Least Tern and Wilson's Plover. During the winter, Cumberland provides exceptional wintering grounds for thousands of shorebirds, wading birds, sparrows, and Bald Eagles.

Our concerns with the FAA Environmental Impact Statement (EIS) as they relate to birds and other wildlife are as follows:

- There is minimal to nonexistent discussion in the EIS of significant bird sites in the vicinity, including Brown Pelican rookeries, nearby Bald Eagle nesting sites, as well as nesting sites for the Least Terns, Wilson's Plovers, American Oystercatchers, and other shorebird species. These species mentioned are all state listed rare by the Georgia Department of Natural Resources and/or on the 2016 WatchList published by the North American Bird Conservation Initiative, a forum of government agencies and private conservation organizations.
- The EIS does not address impact of extreme short-term noise events, sonic booms, or the potential vibration and exhaust emissions resulting from launch, landing, or testing at the proposed

BR-16
BR-17
BR-19
BR-21

O0006

facility. If nesting shorebirds are disturbed even for a short-term event, it will lead to chick mortality. To this end, the EIS also does not address potential impacts on Right Whale calving grounds. A critically endangered mammal, the Right Whale can ill afford additional stressors to its environment. More research needs to be conducted on the potential impacts of vibration/noise to birds and wildlife in the affected area.

- Georgia's barrier islands, including Cumberland Island, were recently designated as a Landscape of Hemispheric Importance by the Western Hemisphere Shorebird Reserve Network. Georgia's coast is one of only 100 of these sites in the world. Cumberland Island is also a globally significant Important Bird Area. The nutrient-rich salt marshes surrounding our coastal barrier islands are of critical importance not only to birds, but also to other wildlife species, including mammals, fish, amphibians, invertebrates, and others. We are concerned about the potentially devastating impacts to the salt marshes and estuaries due to routine operations and/or catastrophic failures. There is a 2.5% to 6% failure rate for launches so a rocket failure at the Camden County facility at some point is inevitable. What happens if the marshes catch fire? There are currently no fire personnel on Cumberland Island. What happens if debris or hazardous materials rain down on Georgia's coastal marshes? What types of runoff are anticipated from the facility itself which is proposed right on the edge of a marsh? There is no plan that outlines who will shoulder the responsibility and costs associated with these dangerous situations that could include the evacuation of visitors, firefighting, long term fire response, and habitat loss management. Additionally, what will happen if the maritime forest is damaged and the natural barrier that protects Camden county from flooding is destroyed? Suddenly, protections for people and wildlife against the effects of storms and sea level rise are lost.
- Finally, the Georgia coast is a destination for birders, vacationers, wildlife watchers, and outdoor recreation. According to the Georgia Department of Economic Development, tourism in Georgia is a \$60.8 billion industry. In Camden County alone, tourism brings in \$86.9 million per year in tourism revenue. The EIS does not take into consideration the potential impacts of the spaceport on coastal Georgia tourism, including the Colonial Coast Birding Trail, the Georgia Bluewater Trail, Cumberland Island visitation, or other outdoor-oriented tourist destinations.

BR-21

BR-06

BR-15

WR-08

PA-28

WR-02

SO-24

In summary, the proposed spaceport in Camden County threatens Cumberland Island and the many birds and other wildlife that live here year-round or rely on the area for stopover habitat. We ask that the FAA reject the proposal to build a commercial spaceport in Camden County.

Please do not hesitate to reach out to me by email (nikki@atlantaaudubon.org) or phone (678-973-2437) with any questions or comments.

Sincerely,



Nikki Belmonte
Executive Director

O0007

From: Will Harlan <harlanwill@gmail.com>
Sent: Sunday, June 10, 2018 1:38 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: comments - DEIS Spaceport Camden
Attachments: WILD CUMBERLAND-DRAFT EIS LETTER-signed.pdf

Ms. Zee,

Wild Cumberland appreciates the opportunity to comment on the Draft Environmental Statement for the proposed Camden County Spaceport. Attached as a PDF (and pasted below) are the comments of Wild Cumberland, a federal 501(c)(3) nonprofit representing the 60,000 annual visitors to Cumberland Island.

The proximity of the proposed action would have an extremely detrimental effect on visitor use and enjoyment of the island, from the south end to the Wilderness at the north end.

Conclusions reached by the FAA are quite biased, with no clearly supporting data. The Department of Transportation, Section 4(f) was designed to protect parks, such as Cumberland Island, from “constructive use,” yet that aspect of the Act was not even evaluated in this project’s analysis. Such gross oversight needs to be explained. There are many other omissions and errors that render the document seriously flawed.

The following items were missing from the DEIS and need to be included:

The potential for constructive use is not evaluated (4-29).

SF-06

Security Plan (9).

SA-07

Corrective Action Plan (19).

HW-22

Mitigation Plan (27).

MT-03

Lighting Management Plan (4-14).

VE-07

Total extent of wetland impact (4-120).

WR-10

Total extent of stream impacts (4-123).

WR-10

Erosion control Plan (4-124).

WR-11

Storm Water Pollution Prevention Plan (4-125).

WR-11

Spill Prevention Plan (4-126).

HW-06

Hazardous Waste Management Plan (4-126).

HW-19

Protected Species Management Plan (6-2).

BR-11

Provision for “authorized persons” (6-2).

BR-28

Flight safety analysis (14 CFR 417.223).

SA-08

SA-01

Impacts on Cumberland Island National Seashore

The Department of Transportation Act, Section 4(f), established requirements for consideration of park and recreation lands (3-32) in transportation project development. The Federal Aviation Administration includes the Office of Commercial Space Transportation, and Cumberland Island National Seashore is protected under Section 4(f). A “constructive use” of the property occurs when the proximity of a proposed project results in indirect impacts that would substantially impair the current use of the park, such as visual, noise, vibration impacts, or impairment to access of property (3-33). During the operation phase, including launches and landings, the impact of light emissions was judged by the FAA as “moderate to high” on the National Seashore (4-104), and would result in... moderate to high adverse impacts (4-62). Skyglow could also cause moderate impacts to sensitive areas, such as the National Seashore and

SF-06

O0007

Wilderness (4-116). It would also create a measureable new location on the night radiance map. The result would be “constructive use.”

In the DEIS, it is stated that any rocket trajectory would produce a noise level of 65 dBA or greater (3-34). Above 66 dBA, the document advised, conversation would be difficult (3-34). The north end of Cumberland Island is expected to sustain periodic noise levels between 80 and 90 dBA under all launch trajectories (4-50). In all cases, events would exceed FAA standards. During launches, landings, and static fire events, noise levels near launch and landing pads (appx. 2 miles southeast of Cumberland Island, 3-35) would exceed levels safe for human hearing (4-74). Damage from sonic boom events could include glass breakage, damage to outside walls or other structural elements (4-51). The result of all this would be “constructive use.”

Various portions of Cumberland Island National Seashore will be closed to the public for human safety concerns during lunches and landings (4-62). Restricting access to portions of the Seashore would prevent visitors from experiencing unconfined recreation and residents (I am a full-time resident in the Settlement) from use of their private property. Access restrictions associated with launch/landing operations would result in adverse effects to the solitude or primitive and unconfined recreation quality of the Wilderness and access to private property. The result would be “constructive use.” However, the DEIS appears to condone constructive as long as the FAA believes the use is infrequent or of short duration; or provides a greater benefit than the quiet and solitude mandated for Wilderness. Those are false arguments against the true 4(f) impacts when the FAA assumes the startle effect to humans is mitigated by forewarning days or hours in advance of a launch (). Non-involved third parties and nature will not stop their normal activities to wait for the commencement of a rocket launch.

Both visual and auditory intrusions from the proposed project would dissipate the aesthetic value of the National Seashore. The impacts of just noise and light, and viewshed will so severely affect the attributes that qualify the property for protection under Section 4(f) as to leave them substantially impaired. Significance and visitor enjoyment would be lost, which constitutes a “use.” The enabling legislation for Cumberland Island National Seashore requires that the Seashore be permanently preserved in its primitive state, not blanketed with noise and light, no matter how occasional. Furthermore, the closing of the Seashore to the public and private land owners during launch/landings would result in a “taking,” which is “constructive use.” The offer to take campers or other “authorized persons” off the island during a launch closure (4-59) is acknowledging that they may feel/are unsafe, and confirms a “constructive use” of the area

SF-06

The EIS stated that, “the potential for “constructive use” to occur as a result of closures or restricted access to parks and recreational areas was not evaluated in this analysis” (4-29), because information about specific launches at the proposed site “is not yet available” (4-29). However, at this time, the “FAA has made the preliminary determination that the proposed action would not result in a “constructive use” of the National Seashore (4-30). This is totally improper. Section 4(f) was intended to ensure this very thing did NOT happen, by requiring the consideration of the possibility that the project might point a “loaded gun” at Section 4(f) properties (i.e. the National Seashore) that lie beyond the project limit. For example, not allowing a highway to be built right up to the boundary of a park, then resuming it on the other side, so that sections within the park would “have to be” widened and use of the park “would be required.” By saying “constructive use will be considered later,” the FAA is “loading the gun.” An evaluation could now be made of how ever many launches/landings are planned, and there should be no need to know exactly when those will occur to evaluate the effect they would have on the National Seashore and resources.

Congress designated Cumberland Island a federal Wilderness Area in 1982. Wilderness is synonymous with silence and darkness. Both artificial light and noise associated with the proposed project would have a significant detrimental effect on the Wilderness and the National Seashore in general. Would Congress have chosen Cumberland Island for a National Seashore if a spaceport had been there? Of course not. Would conservationists have struggled to have a Wilderness area established? Never. The DEIS stated: that potential noise-induced hearing loss would be negligible (4-88). Damage from sonic boom events could induce glass breakage, damage to walls, or other structural elements (4-51). Although vegetation and other structures would block the view of structures at the spaceport from the north end, Main Road, etc., visual and temporary noise intrusions would result in a cumulative effect on the park (5-7). Light would be introduced into an area that is dark and part of a valued condition for the National Seashore Wilderness (5-9). Long-term impacts to solitude and quality of Wilderness would result from skyglow and visual intrusion of tower and facilities (21). All the above constitute “constructive use” under DOT, Section 4(f) requirements.

O0007

Unsupported, biased judgements are presented by the FAA regarding impacts to the Cumberland Island Wilderness from the proposed project. For example: Impacts from anthropogenic noise sources outside the Wilderness (i.e. at the project site) would be short-term and minor (5-7). Cumulative impacts to solitude and primitive or unconfined recreation would not be significant (5-7). Noise levels originating from the spaceport are similar to those already experienced on Cumberland Island due to existing conditions, i.e. vehicles (4-26). And on and on. All of these impacts substantially impair the visitor experience in the National Seashore, and fall under DOT, Section 4(f) protection as a “constructive use.”

SF-06

Impacts on Satilla River Marsh Island Natural Area

Under “Affected Environment,” the Satilla River Marsh Island Natural Area, a Marine Protected Area, is mentioned but not discussed or evaluated as to threats from the proposed project. This dynamic island, in season, is home to a magnificent assemblage of nesting birds. Georgia’s first recorded nesting Pelicans were found here, and the island has been host to many species over the years. Because it is so vulnerable to wind and high water from storms, the island is ever-changing in topography and vegetative cover. This feature predisposes it as a perfect area for ground-nesting birds. Periodic instability and isolation discourages all but avian predators. The value of this island cannot be defined by observations from one or two years.

BR-16

BR-17

BR-08

This marsh island is only 1.5 miles from the proposed launch pad (A-119).

The DEIS :

- Foreground vegetation is low allowing high visual access to the edge of the vertical launch facility to this marsh island. Towers would rise above the tree canopy.
- Artificial light associated with Spaceport daily operations would result in long-term and moderately adverse impacts. Prelaunch operations: short-term, moderately adverse impacts; and launches/landings short-term, moderate to high adverse impacts.
- Overall sky glow would cause moderate impacts to the dark sky of protected coastal areas.
- Camden County UDC ordinances would preserve the natural and visual quality of the natural and visual quality of the Satilla River shoreline.

Seemingly ignoring the above extremely conservative facts, the FAA’s unsupported conclusion was that neither construction nor operation of this proposed facility would adversely or significantly impact coastal resources or this protected natural rookery. Such a decision is an insult to the state of Georgia, trying to protect our wildlife, all Georgians, and the NEPA process itself. Please revisit your incorrect conclusions in light of the DOT, Section 4(f) mandate to protect such exceptional, government-owned, protected areas.

CO-07

Rare and endangered species

No mention was made in the DEIS of Bald Eagles, a protected species, regularly nesting on both Little and Big Cumberland islands. Nests are frequently within 4 to 5 miles of the proposed launch pad, and within the hazard zone. They would be subject to extreme periodic noise and light during all phases of the project, which would be considered harassment.

BR-18

While the FAA has no concern that the proposed project will have any effect on protected sea turtles in the area and their nesting on Cumberland Island, others do. Saying that Cumberland Island is 5.5 miles from the proposed launch pad (A-364) is incorrect. The nearest nesting beach is only 3.5 east of the proposed construction site (4-56). Will the noise deter the adults from nesting? Will the light entrain hatchlings west to their demise?

BR-16

BR-19

BR-65

The state of Georgia, Department of Natural Resources recognized the potential problems of the project lighting and sea turtles, and stated that lighting of the sky must be restricted during the sea turtle nesting season (A-432). Can/will the FAA do this to protect our sea turtles?

BR-19

Hazardous Material

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The “Corrective Action Plan” for the historical contamination sites should be accomplished and the results part of this DEIS document. This was also suggested by the US Fish and Wildlife Service (A-120). There is a potential for public and environmental harm considering mortar ammunition, trip flares, tear gas, and numerous toxic chemicals may lurk just beneath the surface of the property proposed for the project. Direct handling of munitions and explosives of concern, as well as indirect contact, have the potential to result in injury or death (4-37).

HW-07

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The Draft EIS stated that the hazard zone encompassed areas that could be affected by debris from a rocket failure (2-28). FAA regulations (14 CFR part 417.223) admonished that a Flight Safety Analysis must include a Flight Hazard Area Analysis that identifies any region that must be controlled or evacuated in order to control the risk to the public from debris impact hazards. This must include regions of land potentially exposed to debris resulting from normal flight events, as well as from potential malfunctions.

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SA-08
SA-09

Could you also please show the amount of insurance this project, the county, will have to cover human life and property?

SO-14

Light and Noise Pollution

The proposed Camden space facility would have a 250 foot water tower and lighting towers, well above the tree line, which themselves would have lighting as “aerial obstructions” (4-115). Lighting from the towers would illuminate the assembled rocket on the launch pad a couple nights a month, dusk to dawn (4-118). There would also be one night launch per year. Why only one? Lighting at the launch pad is for safety reasons; conservation reasons cannot govern use (4-115). That should increase the “impact” greatly!

PA-15

Skyglow is caused by light reflecting from illuminated surfaces or directed upward. It is then reflected back to earth producing a generalized glow (night radiance) over the area (3-103). The DEIS stated the radiance produced by the Camden facility would be visible and measureable to “above low” on the radiance map. Is that moderate or high? Presently the nearest noticeable radiance is from Brunswick to the north, and Kings Bay to the south. According to the DEIS map (3.13-4), that area is the *only* coastal location in south Georgia that presently has low nighttime radiance. Very important!

VE-08

The DEIS stated:

- Skyglow could cause moderate impacts to the dark sky character of protected areas (4-116).

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- Overall impact: moderate to **high** due to sensitivity and dark sky values of the adjacent Cumberland Island National Seashore (4-104).
- Artificial light associated with the project operations would result in **long-term** and moderate adverse impacts (4-62).
- In addition, light from pre-launch activities would result in short-term, moderate adverse impacts (4-17).
- Light for launches and landings would be considered short-term, moderate to **high** adverse impacts.
- Skyglow would result in **long-term** impacts (21).

The biased, unsupported judgement by the FAA follows:

- Effects on dark skies would likely not rise to a level of substantial impairment (4-116).

No explanation of “impairment” was given. Mitigation measures were recommended to control the impact of skyglow and glare. They were simply to develop a Lighting Management Plan (which should have been included in this DEIS for public review!) and to consult with a professional when developing the lighting design for the facility (6-2). The FAA did not agree that the above adverse impacts would result in DOT, Section 4(f) “constructive use.” Why?

The amount of new, artificial light produced by the proposed action will dramatically effect Cumberland Island National Seashore and the Cumberland Island Wilderness, causing severe impairment of public land. Under Department of Transportation Act, Section 4(f) such action would be termed “constructive use,” for which the FAA is solely responsible.

Pile-driving during construction, rocket tests, and rocket launches and landings would provide a level of noise never before heard on Cumberland Island. Not only would the facility destroy the nature of the county coastline, but it would remove all incentive for campers to hike to the north end to enjoy the Wilderness. Silence is golden, and a condition evading most of our lives, with the rapidly growing human population. National Parks protect that value, but in this case, the public is at the mercy of DOT, Section 4(f) to protect the values of the National Park.

The DEIS stated that any rocket trajectory would produce a maximum noise level of 65 dBA or greater (3-34). It continued to explain that above 66 dBA conversation became difficult. The Settlement/Wilderness is expected to sustain periodic noise levels between 80 and 90 dBA under all launce trajectories (4-50). In all cases, events would exceed standards identified by the FAA, and fall into the “constructive use” of the National Park category of DOT, Section 4(f).

What does dBA mean? Decibels (dB) are the usual measurement of the magnitude of sounds. But this DEIS considers only human hearing sensitivity. Very low and very high frequencies are filtered out, creating the “A-weighted scale, thus “dBA” (3-74). Magnitude changes with frequency, making the resulting number meaningless for the natural world, and inappropriate from which to judge the impact of noise on biological resources. Human hearing ranges between about 25-60Hz to about 19-23KHz, while local animals have a much wider range (50Hz-150KHz), especially marine mammals. Amphibians and reptiles are also very sensitive to seismic vibrations, which are not addressed in the DEIS regarding communication and effect on their behavior.

The DEIS stated that noise during critical life cycle activities of birds, such as nesting and rearing young, was of most concern. Noise could lead to abandonment of nesting activities and stranding of the young (4-9). It went on to state that the FAA could not require the county to conduct pile-driving outside the bird breeding season, but did not explain any mitigation measures. Such noise certainly falls into a “taking” under DOT, Section 4(f) category, since the protected area of concern is owned by the state of Georgia.

DEIS:

- Temporary noise intrusions would result in a cumulative effect in the National Seashore (5-7).
- Noise originating from the proposed facility... is “similar to existing conditions on Cumberland Island (4-26). Then it must be **doubled** for “cumulative effect.”
- Structural damage caused by noise is unique to intensity, duration, frequency, and the materials and construction of the structure (3-76).
- Table 4.81 shows the Trimmings house in the Settlement (where I live full-time) as being constructed in 1935-1940. The owners got the property in 1890, when the Settlement was developed, and lived in the house until the 1940s.
- Historic properties in the Settlement would be subject to periodic noise levels of between 85 and 90dBA under all launch trajectories (4-50).

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- Historic properties in the Settlement would be subject to Lmax of at least 111dB for all proposed launch trajectories, resulting in possible effect to structural elements (4-51).
- Damage from sonic booms could include glass breakage, damage to outside walls or other structural elements (4-51).
- If structural damage were allowed to accumulate, that would be an adverse effect (4-51).

All above are “noise” facts from the DEIS and relate to protected areas, including the National Seashore, and are covered [SF-06] under DOT, Section 4(f). All result in *constructive use* of the areas, which is prohibited by this Act.

In addition, the following questions need to be answered in the next draft of the environmental impact statement:

1. Is the launch pad *really* 2 miles from the site boundary (2-34, Exhibit ES-3). It appears to be considerably less. [PA-30]
2. How many additional launches, including night launches, could take place at the spaceport? [PA-15]
3. Apparently, any trajectory proposed by a launch company will be entertained (5). Why does the DEIS not show all possible/practical trajectories? [PA-16]
4. Will all rockets launched at the proposed site have a proven 2.5% to 6% failure rate? [SA-03]
5. Have impacts from the proposed Camden project been tested on native marine and animal species? [BR-64]
6. Is the channel to the available dock at the proposed site presently deep enough to allow access to the ocean barge with the first stage rocket recovery? [PA-22]
7. Why are data presented for “medium” rockets, when the DEIS specified “medium to large” rockets, with more associated noise? [PA-52]
8. Why is the noise level from catastrophic rocket failures not discussed (4-69)? [NC-19]
9. Why would Table 4.9-2 show that there was no impact from noise or light to historic resources, apparently at the north end (4-63), when the text (4-51) clearly defines those potential effects? [NC-30]
10. How can several 250 foot tall towers and a 250 foot water tower NOT dominate an otherwise natural viewshed (4-109), when they are the *only* objects above the natural horizon? [CR-07, VE-10]

This Draft EIS fails to provide full disclosure of the environmental impacts. Please re-write the document providing a fair consideration of the environmental impacts the proposed action will have. Facts must be correct and inconsistencies eliminated.

Thank you.

Sincerely,

Will Harlan
Wild Cumberland
wildcumberland.org
828-230-6818

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8 June 2018

Stacey Zee
Spaceport Camden
c/o Leidos
2109 Air Park Rd. SE Suite 200
Albuquerque, NM 87106

Ms. Zee,

Wild Cumberland appreciates the opportunity to comment on the Draft Environmental Statement for the proposed Camden County Spaceport.

Cumberland Island National Seashore is a popular destination for over 60,000 people annually. The proximity of the proposed action would have an extremely detrimental effect on visitor use and enjoyment of the island, from the south end to the Wilderness at the north end.

Conclusions reached by the FAA are quite biased, with no clearly supporting data. The Department of Transportation, Section 4(f) was designed to protect parks, such as Cumberland Island, from “constructive use,” yet that aspect of the Act was not even evaluated in this project’s analysis. Such gross oversight needs to be explained. There are many other omissions and errors that render the document seriously flawed.

The following items were missing from the DEIS and need to be included:

The potential for constructive use is not evaluated (4-29).
Security Plan (9).
Corrective Action Plan (19).
Mitigation Plan (27).
Lighting Management Plan (4-14).
Total extent of wetland impact (4-120).
Total extent of stream impacts (4-123).
Erosion control Plan (4-124).
Storm Water Pollution Prevention Plan (4-125).
Spill Prevention Plan (4-126).
Hazardous Waste Management Plan (4-126).
Protected Species Management Plan (6-2).
Provision for “authorized persons” (6-2).
Flight safety analysis (14 CFR 417.223).

Impacts on Cumberland Island National Seashore

The Department of Transportation Act, Section 4(f), established requirements for consideration of park and recreation lands (3-32) in transportation project development. The Federal Aviation Administration includes the Office of Commercial Space Transportation, and Cumberland Island National Seashore is protected under Section 4(f). A “constructive use” of the property occurs when the proximity of a proposed project results in indirect impacts that would substantially impair the current use of the park, such as visual, noise, vibration impacts, or impairment to access of property (3-33). During the operation phase, including launches and landings, the impact of light emissions was judged by the FAA as “moderate to high” on the National Seashore (4-104), and would result in... moderate to high adverse impacts (4-62). Skyglow could also cause moderate impacts to sensitive areas, such as the National

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Seashore and Wilderness (4-116). It would also create a measureable new location on the night radiance map. The result would be “constructive use.”

In the DEIS, it is stated that any rocket trajectory would produce a noise level of 65 dBA or greater (3-34). Above 66 dBA, the document advised, conversation would be difficult (3-34). The north end of Cumberland Island is expected to sustain periodic noise levels between 80 and 90 dBA under all launch trajectories (4-50). In all cases, events would exceed FAA standards. During launches, landings, and static fire events, noise levels near launch and landing pads (appx. 2 miles southeast of Cumberland Island, 3-35) would exceed levels safe for human hearing (4-74). Damage from sonic boom events could include glass breakage, damage to outside walls or other structural elements (4-51). The result of all this would be “constructive use.”

Various portions of Cumberland Island National Seashore will be closed to the public for human safety concerns during lunches and landings (4-62). Restricting access to portions of the Seashore would prevent visitors from experiencing unconfined recreation and residents (I am a full-time resident in the Settlement) from use of their private property. Access restrictions associated with launch/landing operations would result in adverse effects to the solitude or primitive and unconfined recreation quality of the Wilderness and access to private property. The result would be “constructive use.” However, the DEIS appears to condone constructive as long as the FAA believes the use is infrequent or of short duration; or provides a greater benefit than the quiet and solitude mandated for Wilderness. Those are false arguments against the true 4(f) impacts when the FAA assumes the startle effect to humans is mitigated by forewarning days or hours in advance of a launch (). Non-involved third parties and nature will not stop their normal activities to wait for the commencement of a rocket launch.

Both visual and auditory intrusions from the proposed project would dissipate the aesthetic value of the National Seashore. The impacts of just noise and light, and viewshed will so severely affect the attributes that qualify the property for protection under Section 4(f) as to leave them substantially impaired. Significance and visitor enjoyment would be lost, which constitutes a “use.” The enabling legislation for Cumberland Island National Seashore requires that the Seashore be permanently preserved in its primitive state, not blanketed with noise and light, no matter how occasional. Furthermore, the closing of the Seashore to the public and private land owners during launch/landings would result in a “taking,” which is “constructive use.” The offer to take campers or other “authorized persons” off the island during a launch closure (4-59) is acknowledging that they may feel/are unsafe, and confirms a “constructive use” of the area

The EIS stated that, “the potential for “constructive use” to occur as a result of closures or restricted access to parks and recreational areas was not evaluated in this analysis” (4-29), because information about specific launches at the proposed site “is not yet available” (4-29). However, at this time, the “FAA has made the preliminary determination that the proposed action would not result in a “constructive use” of the National Seashore (4-30). This is totally improper. Section 4(f) was intended to ensure this very thing did NOT happen, by requiring the consideration of the possibility that the project might point a “loaded gun” at Section 4(f) properties (i.e. the National Seashore) that lie beyond the project limit. For example, not allowing a highway to be built right up to the boundary of a park, then resuming it on the other side, so that sections within the park would “have to be” widened and use of the park “would be required.” By saying “constructive use will be considered later,” the FAA is “loading the gun.” An evaluation could now be made of how ever many launches/landings are planned, and there should be no need to know exactly when those will occur to evaluate the effect they would have on the National Seashore and resources.

Congress designated Cumberland Island a federal Wilderness Area in 1982. Wilderness is synonymous with silence and darkness. Both artificial light and noise associated with the proposed project would have a significant detrimental effect on the Wilderness and the National Seashore in general. Would Congress

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have chosen Cumberland Island for a National Seashore if a spaceport had been there? Of course not. Would conservationists have struggled to have a Wilderness area established? Never. The DEIS stated: that potential noise-induced hearing loss would be negligible (4-88). Damage from sonic boom events could induce glass breakage, damage to walls, or other structural elements (4-51). Although vegetation and other structures would block the view of structures at the spaceport from the north end, Main Road, etc., visual and temporary noise intrusions would result in a cumulative effect on the park (5-7). Light would be introduced into an area that is dark and part of a valued condition for the National Seashore Wilderness (5-9). Long-term impacts to solitude and quality of Wilderness would result from skylight and visual intrusion of tower and facilities (21). All the above constitute “constructive use” under DOT, Section 4(f) requirements.

Unsupported, biased judgements are presented by the FAA regarding impacts to the Cumberland Island Wilderness from the proposed project. For example: Impacts from anthropogenic noise sources outside the Wilderness (i.e. at the project site) would be short-term and minor (5-7). Cumulative impacts to solitude and primitive or unconfined recreation would not be significant (5-7). Noise levels originating from the spaceport are similar to those already experienced on Cumberland Island due to existing conditions, i.e. vehicles (4-26). And on and on. All of these impacts substantially impair the visitor experience in the National Seashore, and fall under DOT, Section 4(f) protection as a “constructive use.”

Impacts on Satilla River Marsh Island Natural Area

Under “Affected Environment,” the Satilla River Marsh Island Natural Area, a Marine Protected Area, is mentioned but not discussed or evaluated as to threats from the proposed project. This dynamic island, in season, is home to a magnificent assemblage of nesting birds. Georgia’s first recorded nesting Pelicans were found here, and the island has been host to many species over the years. Because it is so vulnerable to wind and high water from storms, the island is ever-changing in topography and vegetative cover. This feature predisposes it as a perfect area for ground-nesting birds. Periodic instability and isolation discourages all but avian predators. The value of this island cannot be defined by observations from one or two years.

This marsh island is only 1.5 miles from the proposed launch pad (A-119).

The DEIS :

- Foreground vegetation is low allowing high visual access to the edge of the vertical launch facility to this marsh island. Towers would rise above the tree canopy.
- Artificial light associated with Spaceport daily operations would result in long-term and moderately adverse impacts. Prelaunch operations: short-term, moderately adverse impacts; and launches/landings short-term, moderate to high adverse impacts.
- Overall sky glow would cause moderate impacts to the dark sky of protected coastal areas.
- Camden County UDC ordinances would preserve the natural and visual quality of the natural and visual quality of the Satilla River shoreline.

Seemingly ignoring the above extremely conservative facts, the FAA’s unsupported conclusion was that neither construction nor operation of this proposed facility would adversely or significantly impact coastal resources or this protected natural rookery. Such a decision is an insult to the state of Georgia, trying to protect our wildlife, all Georgians, and the NEPA process itself. Please revisit your incorrect conclusions

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in light of the DOT, Section 4(f) mandate to protect such exceptional, government-owned, protected areas.

Rare and endangered species

No mention was made in the DEIS of Bald Eagles, a protected species, regularly nesting on both Little and Big Cumberland islands. Nests are frequently within 4 to 5 miles of the proposed launch pad, and within the hazard zone. They would be subject to extreme periodic noise and light during all phases of the project, which would be considered harassment.

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Thank you.

Sincerely,



Will Harlan
Wild Cumberland

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From: Charles McMillan <CMcMillan@georgiaconservancy.org>
Sent: Monday, June 11, 2018 1:31 PM
To: FAACamdenSpaceportEIS
Cc: Charles McMillan
Subject: EXTERNAL: Georgia Conservancy, Spaceport Camden dEIS, Comment Letter
Attachments: Georgia_Conservancy_Camden Spaceport Comments_Draft_EIS_final.pdf

Ms. Zee:

Please find attached our comment letter.

June 12, 2018

Ms. Stacy M. Zee
Environmental Specialist
Office of Commercial Space Transport
Federal Aviation Administration (FAA)
800 Independence Avenue SW
Washington, DC 20591

RE: Georgia Conservancy comments regarding Spaceport Camden, Draft Environmental Impact Statement (dEIS)

Dear Ms. Zee:

The Georgia Conservancy is pleased to provide comments for the proposed Spaceport Camden dEIS. This comment letter is part of the FAA environmental review process, so it will focus on the ecological setting and environmental impacts of the spaceport and its operations. Thus this letter leaves for later consideration by the County Commission and taxpayers the related issues of a speculative spaceport's feasibility and unresolved property (public and private) rights issues wrought by launch hazard exclusion zones.

Founded in 1967, The Georgia Conservancy is one of Georgia's oldest nonprofit conservation organizations. Working to protect our coast for more than 50 years, the Georgia Conservancy is a statewide conservation organization whose goal is to develop practical solutions for protecting Georgia's environment. We develop policy decisions under a vision statement centered on *a Georgia where people and the environment thrive*. The magnitude of the proposed spaceport, at this critical location, is of significant ecological concern. The comments and questions in this letter are derived from our Coastal Policy and are based on the limited amount of development and operation data available in the draft Environmental Statement (dEIS).

This letter is organized in a manner similar to the Georgia Conservancy EIS Scoping Comments letter dated January 14, 2016 ("Scoping Comments) with three topical areas:

1. Property-specific related comments that include the past use as a rocket testing and munitions manufacturing facility and the future as a spaceport,
2. Comments on the dEIS coverage of environmental impacts to adjoining sites and landscape-scale natural resources, and
3. Environmental issues at a larger scale (county and regional).

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Ms. Zee
Page 2

Please note that in order to focus attention on the lack of conclusive dEIS detail, *major points in this letter are italicized* if they *restate a question or have basis in statements* from the Georgia Conservancy's January 2016 Scoping Comments.

1. Site specific development, mitigation and conservation measures:

Rigorous application and coordination of existing laws and regulations — especially Georgia's Coastal Marshlands Protection Act, Shoreline Protection Act, Coastal Management Plan and Program Guidelines, as well as the federal Clean Water Act — are critical to preserving the coast's ecological integrity as human activity expands. When will the federal consistency review by the Coastal Resources Division (CRD) of Georgia Department of Natural Resources (DNR) be completed? When the federal consistency review is completed, how will the findings (impacts, mitigation, etc.) be incorporated into the EIS? The State of Georgia has a unique and effective stewardship role with respect to coastal marshlands, waterbottoms and estuarine systems that is critical to preserving the integrity of the saltmarsh ecosystem and the public's safe access and enjoyment of our common coastal treasures.

NP-56

Will the information related to the recent (proposed) Todd Creek stream bank stabilization project be included in the EIS considerations? There is a 58-acre unlined industrial landfill directly next to Todd Creek, adjacent to the northwest corner of the spaceport site. The dEIS lacks detail on current site conditions related to the landfill and its groundwater plume. Seepage of the contaminated groundwater from this landfill has the potential to contaminate Todd Creek from the adjacent high sandy bluff that borders the site. A preliminary vibration study by Tetra Tech was referenced in the dEIS (page 4-14, line 32), but no conclusions or mitigation related to this analysis was given. When will consultation with the Georgia Environmental Protection Division (EPD) of the Georgia Department of Natural Resources (DNR) be complete with respect to the spaceport impact on toxic groundwater and its management under RCRA permit?

HW-54
CI-06
WR-25
HW-05
NP-57

Every water body has a carrying capacity in terms of point and nonpoint pollution inputs, bank erosion and safe navigation. Potential harm to marine mammals from spaceport operations is a critical limiting factor that must be respected. When will the consultation with National Marine Fisheries Service (NMFS) be completed, and how will mitigation and monitoring for impacts be incorporated into the EIS?

NP-58

How will "lessons learned" from other recent spaceport construction projects be incorporated into the Spaceport Camden Project? The following information is mentioned in the dEIS, but is missing from Section 6, mitigation or operational recommendations: Environmental Management System, Hazardous Materials Emergency Response Plan, and an updated Institutional Control Plan (ICP) for the hazardous materials.

NP-59
MT-10

Ms. Zee
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Is it feasible for the site design at Spaceport Camden to reuse the existing onsite industrial footprint and facilities (roads/wastewater/fire suppression)? No feasibility or involvement of the design team was noted in the dEIS sections that dealt with reuse (Section 2.1.6 (Infrastructure) on page 2-14). It does not appear that there was consideration given to the reuse of the onsite industrial footprint.

PA-43

How will related (offsite) industries that locate near the spaceport on adjoining sites treat their waste water? The dEIS does not deal with offsite infrastructure impacts.

NP-60

What are the site related planning and permitting issues for waterfront areas and over-water operations (flights, explosions, etc.)? The launch facility and its impacts from catastrophic events on marsh, rivers and the adjacent islands is not discussed in the dEIS. Launch mishaps are mentioned as being rare. However for such a pristine area such as the estuary or in ecologically important wilderness such as Cumberland Island, a failure should be accounted for with some type of demonstrated analysis in the dEIS. The dimensions of the hazard area are not clearly established (page 3-33, lines 34-35). What will be the "Overflight Exclusion Area"? Who are "authorized persons" and will they be allowed to remain in the hazard area during launch operations?

NP-61

BR-15

WR-09

PA-44

SA-08

What will be the total impact to streams, wetlands and marshes for the spaceport and related facilities? What mitigation measures are planned? Spaceport Camden is a small-footprint project on a large parcel. The construction footprint is relatively small and as such, the direct wetland impacts for the construction of the pads, access roads and related construction are limited. What will be the catastrophic scenario analysis of impacts to wetlands, especially marshes?

BR-40

WR-01

WR-02

How will sea level rise considerations be incorporated into the site design? There is no mention of sea level rise and climate change as they relate to site design. There is reference that due to the coastal location, the area is likely to be more susceptible to the potential for impacts brought by climate change (page 3-27 lines 14 - 15). Other protective measures such as using existing hurricane evacuation routes are also mentioned in the same section.

CL-02

Ms. Zee
Page 4

Will the design documentation for the site include an assessment of both site-specific and cumulative impacts with an eye toward the overall carrying capacity of our estuaries?

PA-68

There is a noted lack of adaptive management and best practices mandated in the mitigation sections of the dEIS. The primary mentions of protections are references to existing laws and regulations. This sets in place only minimal protections and no monitoring or mitigation measures for operational impacts on the marshes or on the Saint Andrews Sound estuary.

MT-03

2. Impacts to adjoining sites and landscape scale natural resources include:

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Barrier island wilderness, refuges and other coastal public lands are incomparable resources that provide clean air and water, safeguard biological diversity, offer people a safe haven for solitude, enjoyment and spiritual renewal; and preserve an unspoiled natural heritage for future generations.

This area is one of the highest-functioning estuarine ecosystems on the East Coast of the United States and, as such, has extensive value to plants, animals and the people of Camden County and the State of Georgia. Will the EIS have agency consultation (National Park Service (NPS) on the status, protection, and boundaries of the Satilla River estuary pertaining to its listing in the Nationwide Rivers Inventory (NRI)?

NP-19

What will be the project related impacts to Cumberland Island, Jekyll Island, Raccoon Key and Little Cumberland Island? It is important to note that substantial agency-related comments are missing from the dEIS including:

NP-62

- Section 4(f) responses (operational input and mitigation) from the National Park Service (NPS) pertaining to Cumberland Island National Seashore (CINS). Has there been a determination of “constructive use” for CINS? There was no clear statement about constructive use other than references to some preliminary findings.
- Section 4f responses of the Jekyll Island Authority pertaining to Jekyll Island State Park

SF-07

The Georgia Conservancy has been involved with Jekyll Island and Cumberland Island conservation issues for more than 50 years, and we take these findings very seriously. Stewardship of our state and national parks is a legacy for Georgia Conservancy and thus provides a policy lens through which we view Spaceport Camden.

How will property rights issues be enforced for privatized spaceport operations related to the exclusion zones and other limitations on offsite property? The dEIS did little to address concerns over what areas must be evacuated during launch operations on Cumberland and Little Cumberland. This includes private property rights and operational issues for these remote islands that only have access via boat and where visitors or landowners often plan visits months ahead of time. Please see the site-related comment on page 3 of this letter for concerns related to this unaddressed question.

PA-33

Ms. Zee
Page 5

A sustainable coastal ecosystem is vital to the Georgia’s prosperity. It is essential to promote a healthy, resilient and diverse coastal ecosystem that can endure natural and human disturbances, continue to perform its functions, and support self-sustaining populations of native fish, birds, wildlife and plants.

How will this project and the related development impact the critical habitat that is located on this site and adjoining properties (Bayer, Ceylon, Cabin Bluff, etc.)? Construction of site roads, support supplier facilities, and future expansion of the spaceport industry in Camden County will have a direct impact on the habitat that supports the gopher tortoise, indigo snake and a number of other rare plants and animals. Much of the habitat in this area is ranked as globally significant (G2 and G3) under the NatureServe habitat ranking system. This includes unusual combinations of proximate mesic longleaf pine on higher sandy soils and rare forested (hydric) wetlands, which benefit wildlife greatly. There are portions of this site which have high ecological function. How will these areas be preserved and enhanced to offset impacts and benefit the ecosystem?

BR-01
BR-22

The dEIS shows consultation with United States Fish and Wildlife Service (USFWS) and NMFS yielded an extensive list of conservation measures to minimize potential effects to biological resources (See Appendix A, Public Involvement/Agency Coordination and Consultation). These recommendations are

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not developed into a comprehensive framework for managing the site or spaceport operations. Indeed the dEIS does not take advantage of the manner in which the remaining higher-value habitats (longleaf and wire grass, freshwater wetlands, etc.) could be managed to offset impacts from Spaceport construction and operations.

Responsible planning for growth and conservation of sensitive coastal lands is essential to preserving the integrity of natural coastal systems and, in turn, the health and welfare of coastal Georgians.

What specific sound mitigation and operational measures will be taken to protect surrounding properties and wildlife? The mitigation section for sound and noise impact is very limited in scope. Such limited accommodations are odd because the dEIS noise analysis is thorough, but there are no operation parameters spelled out in the Section 6.11 (Noise and Noise Compatible Land) recommendations. No site-specific operation or mitigation sound measures are given in this section.

MT-11

What role have Stratford Properties (Ceylon) Cabin Bluff and other adjoining property owners played in the planning of site design, conservation and mitigation measures? None are noted in the dEIS.

PI-04

Ms. Zee
Page 6

Environmental issues at a larger (county, Georgia/Florida, ocean ecosystem) scale include:

Georgia's estuarine and saltmarsh ecosystems, which adjoin the Spaceport Camden site, provide a nursery for commercially and recreationally valued species of fish, shellfish and other wildlife, as well as a valuable recreation resource. These coastal land and water resources provide habitat for more threatened and endangered species than any other region of the state. The sum of these resources is a highly integrated, interdependent ecosystem that is vitally linked to Georgia's economy and quality of life.

It is important for southeast Georgia and Camden County to have an economy that offers diverse options including healthy, sustainable nature-based businesses such as commercial fishing and recreation-based tourism. What will be the Spaceport Camden's economic impact on local shrimping, clam farmers and oyster harvesters?

SO-10

How will the spaceport operations address migration patterns, foraging and local nesting areas for threatened and endangered bird species? How will the survey and consultation for the EIS specifically address high priority species such as the bald eagle, glossy ibis, black-crowned night heron and local wading bird colonies? USFWS consultation references conservation plans, however in the related mitigation section, these plans are not mandated planned for implementation. These include the Protected Species and Habitat Management Plan, Lighting Management Plan (Light Management Plan, Artificial Light Management Plan) and Wildland Fire Management and Burn Plan.

BR-16

BR-23

How will the operational and contingency plans for the Spaceport Camden address fisheries and marine mammal (right whale and manatee) impacts? (See comment on pending NMFS consultation, above)

BR-34

Will the EIS process include the results of planned economic studies that the Spaceport Camden Steering Committee or other groups undertake as part of this project? Will the results of the Georgia Southern University Bureau of Business Research and Economic Development (BBRED) study and other materials be incorporated into the EIS?

NP-63

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It is important for Camden County and other coastal communities to use smart growth practices to promote compact patterns of growth that: 1) are located away from environmentally unsuitable areas (i.e., sensitive coastal resources and areas prone to flooding and storm surge); 2) are sited, designed and constructed to respect, restore and maintain ecosystem functions; and 3) engender respect by the people who live there for the land and water around them.

Ms. Zee

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How will the County Comprehensive Land Use Plan (CLUP) be updated to reflect the conservation, residential, recreational and industrial uses planned in and around this project? Will a local planning study guide the related industrial development that provides economic benefits to Camden County? Will overlay zoning or local tax incentive districts (TAD, CID, etc.) be used as part of the planning and incentives package for local spaceport related businesses? The federal NEPA process may not require advanced local (county) planning analysis and process. However, it would benefit the County and integrate the Spaceport project into the landscape more effectively. Thus this series of questions is not dealt with in the dEIS, however such analysis and planning districts could be of significant benefit to the County and should be included in the project planning process at the County level.

NP-64

Has consideration been given to creative use of conservation resources (easements, transfer of density rights, development boundaries, etc.) in the preservation of sensitive habitat and buffering of the site? This is not included in the dEIS analysis or in the mitigation measures.

MT-12

For the reasons stated above, the Georgia Conservancy has significant concerns from an environmental and ecological perspective related to the development and operations for Spaceport Camden and the related ancillary development that would support the enterprise. We look for a judicious and comprehensive review of all questions submitted to date.

Sincerely,

Charles H. McMillan, III
Coastal Director

Charles McMillan
Coastal Director
428 Bull Street, Suite 210
Savannah, GA 31401
Office: 912.447.5910, Cell: 404.414.2514



O0008

*Learn more about our work to establish
a dedicated source of funding for conservation
– The Georgia Outdoor Stewardship Act*

Final Environmental Impact Statement

Spaceport Camden

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June 12, 2018

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Ms. Stacy M. Zee
Environmental Specialist
Office of Commercial Space Transport
Federal Aviation Administration (FAA)
800 Independence Avenue SW
Washington, DC 20591

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Ms. Zee
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Ms. Zee

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Ms. Zee
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Ms. Zee

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Ms. Zee
Page 7

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Sincerely,

A handwritten signature in black ink that appears to read "CH McMillan III".

Charles H. McMillan, III
Coastal Director

O0009

From: Will Daane <wdaane@garealtor.com>
Sent: Tuesday, June 12, 2018 8:52 AM
To: FAACamdenSpaceportEIS
Cc: Jeffrey Ledford
Subject: EXTERNAL: Spaceport Public Opinion Polling
Attachments: Spaceport Press Release.pdf; Spaceport Survey.pdf

Good morning-

On behalf of the Georgia Association of REALTORS and the Coastal Coalition of REALTORS (made up of REALTOR Associations from Camden-Charlton, Golden Isles, Savannah, Savannah Commercial, and Hinesville), we present this press release and public opinion polling presentation. We authorize these to be used on [this website](#) for public comment and consideration.

Please let me know if you have any questions or need anything further from me.

--

Will Daane
REALTOR® Party Coordinator
Department of Governmental Affairs
wdaane@garealtor.com
678.333.6880



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770-451-1831



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Tuesday, March 20, 2018

Georgia Association of REALTORS® Commissions Poll on Spaceport Camden

UGA Research Project Finds Broad Support for Space Activities in Coastal Georgia

Kingsland, Georgia – Trey Hood, Professor of Political Science and Director of the School of Public & International Affairs Survey Research Center at the University of Georgia presented findings on coastal Georgia's opinions on a proposed spaceport at a meeting of the Camden Roundtable today. The poll, commissioned by the Georgia REALTORS® (GAR), measured support for the project across thirteen counties in southeast Georgia.

In Camden County, support for the project was found to be nearly 2-1 in favor, with 59 percent of county residents supporting the spaceport. Additionally, 21 percent were opposed, 18 percent were neutral and two percent had no opinion. Across the 13-county region, the poll showed similar results. Support for the project was measured at 49 percent, with 29 percent opposed, 20 percent neutral and three percent having no opinion.

“REALTORS® are more than sales agents. We are engaged advocates for and leaders in our communities,” said Michael Faulkner, 2018 President of the Georgia REALTORS®. “Spaceport Camden has the potential to significantly impact the entire coastal region as well as our great state. A positive way Georgia REALTORS® could contribute to the citizens of our coastal communities was to poll their opinions on this vital economic development project and provide that data to the local decision makers. We want the voice of the residents of coastal Georgia heard in this process.” Faulkner adds, “It is very clear from this poll that local residents are excited about the prospect of excellent, high-paying jobs and the amazing educational opportunities for our children in the area when Spaceport Camden is ready to launch.”

The poll was conducted via live operator phone calls, considered the gold standard for public opinion polling. Calls were made between January 22-30, resulting in 943 responses (434 in Camden County) that were weighted for demographics. The poll has a margin of error of +/-3.2% (or +/-4.7% for Camden County alone).

The Georgia REALTORS® (also referred to as “Georgia Association of REALTORS®”) is a voluntary professional association of approximately 37,000 licensed real estate brokers and salespersons engaged in all aspects of the real estate business throughout Georgia. GAR is the leading advocate for the real estate industry in Georgia, committed to protecting private property rights and free enterprise, maintaining ethical and professional standards, and enhancing the public’s awareness and confidence in REALTORS®.

REALTOR® is a registered trademark which identifies a professional in real estate who subscribes to a strict Code of Ethics as a member of the NATIONAL ASSOCIATION OF REALTORS®



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Camden County Spaceport Public Opinion Poll

Conducted by the SPIA Survey Research Center
University of Georgia

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Survey Background

- Live Interviewer Survey
 - Cell and Landline
- Registered Voters in the coastal Georgia region
 - Thirteen Counties: **Camden**, Chatham, Bryan, Liberty, McIntosh, Glynn, Charlton, Brantley, Wayne, Long, Ware, Pierce, and Appling
- Dates: January 22-30, 2018

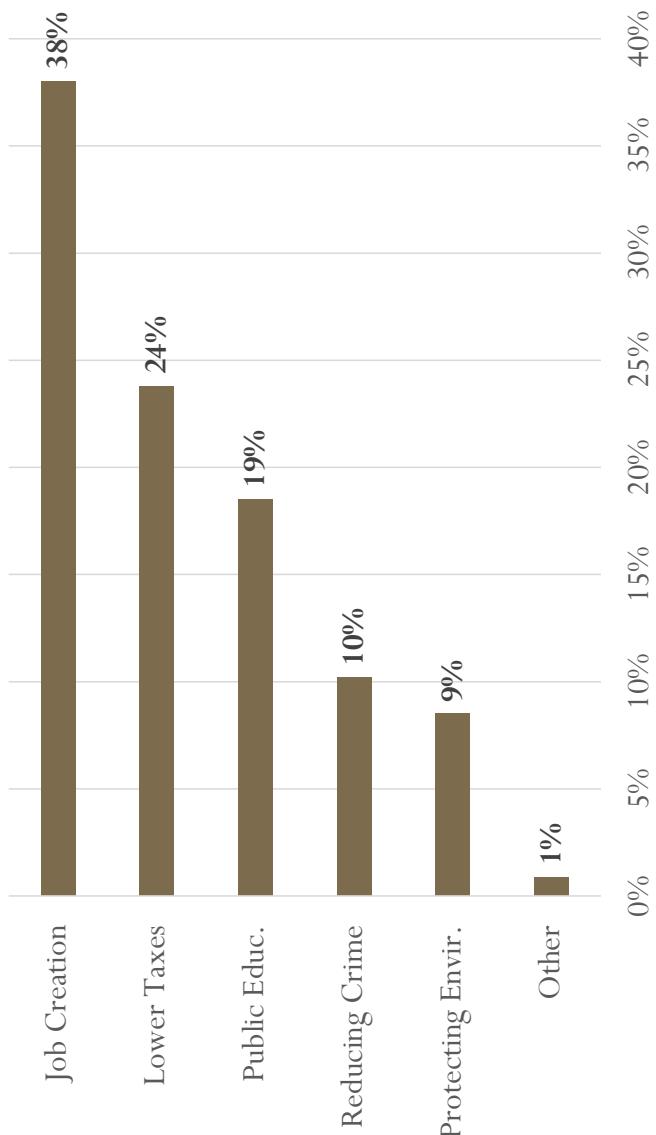
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Survey Background

- Completed Surveys: 943
- Oversample of Camden County residents: 434
- Weighted to be representative of registered voters (age, sex, race, and geographic area)
- Margin of Error-Coastal Counties: +/- 3.2%
- Margin of Error-Camden County: +/- 4.7%

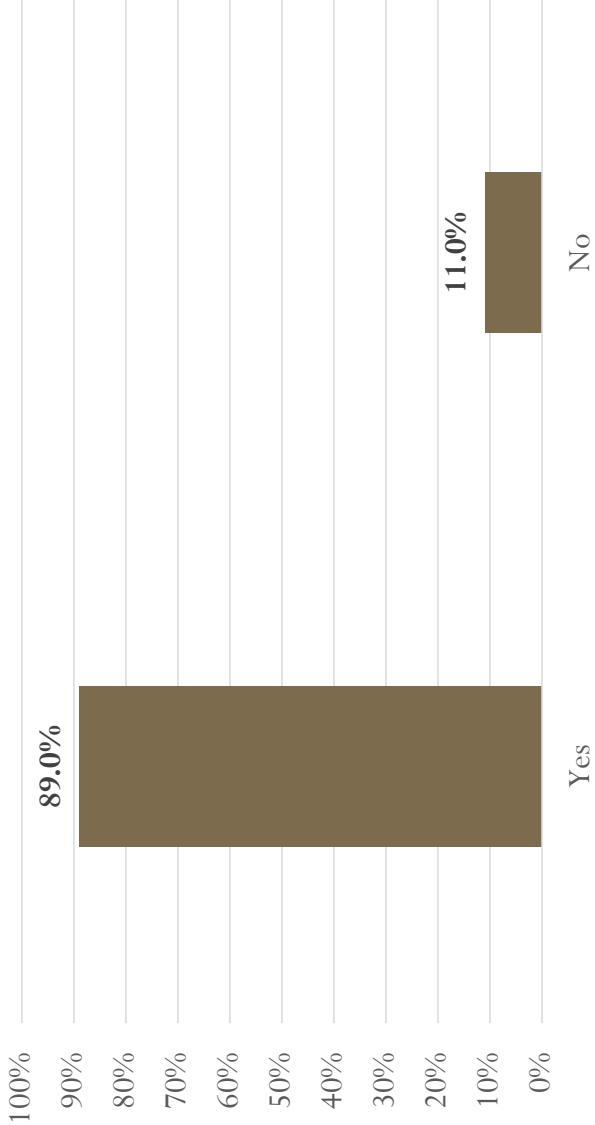
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Camden County-Policy Priorities



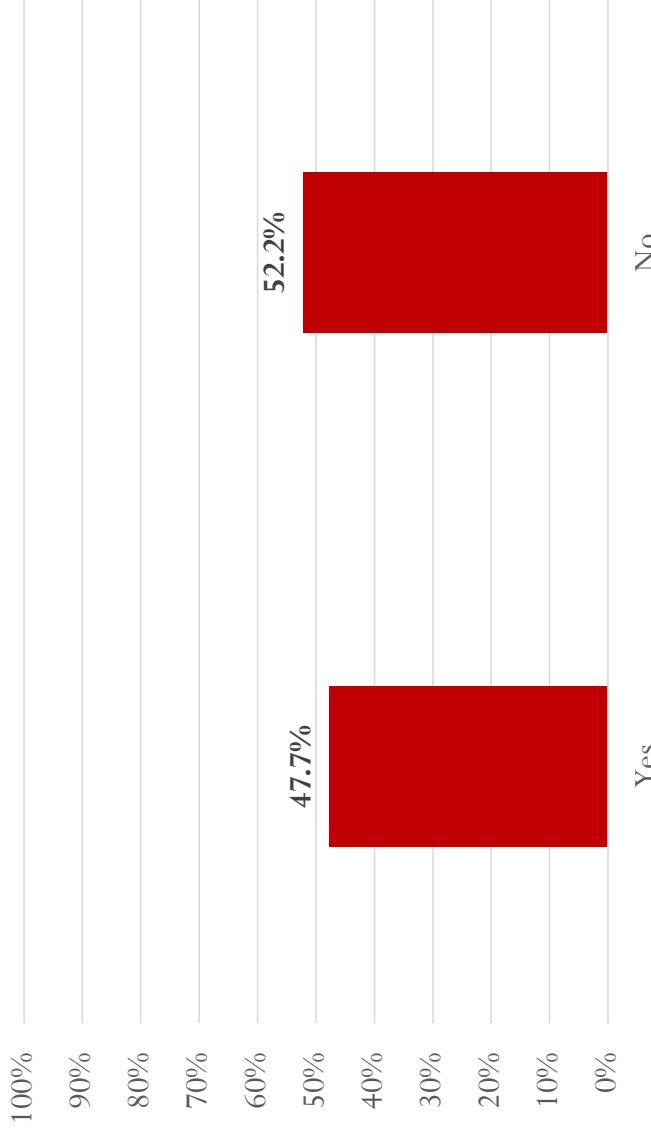
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Camden County-Spaceport Awareness



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Coastal Counties-Spaceport Awareness

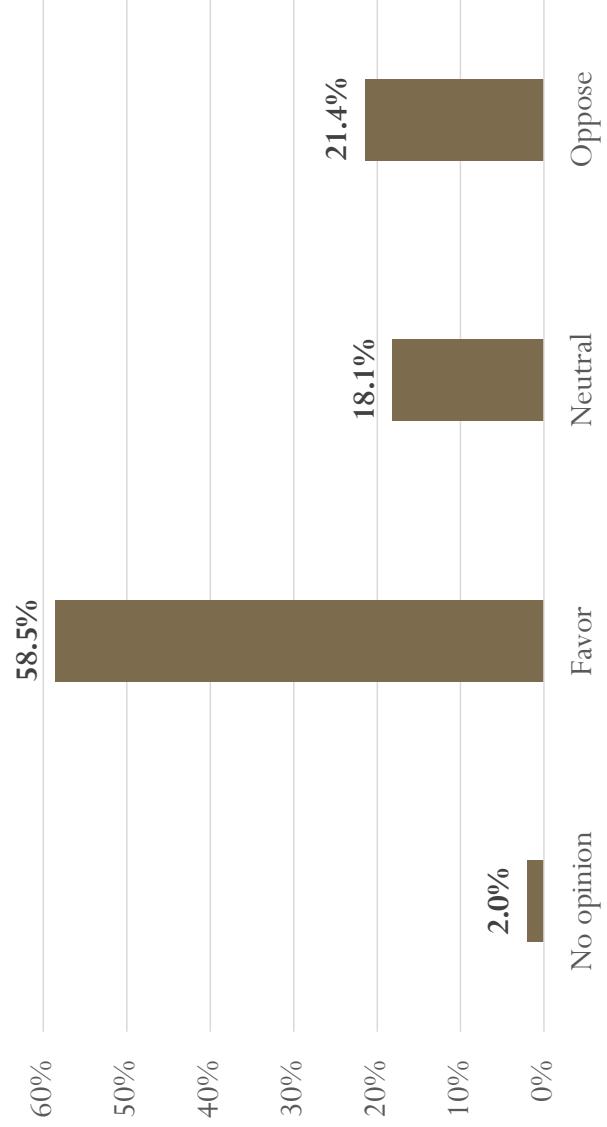


No

Yes

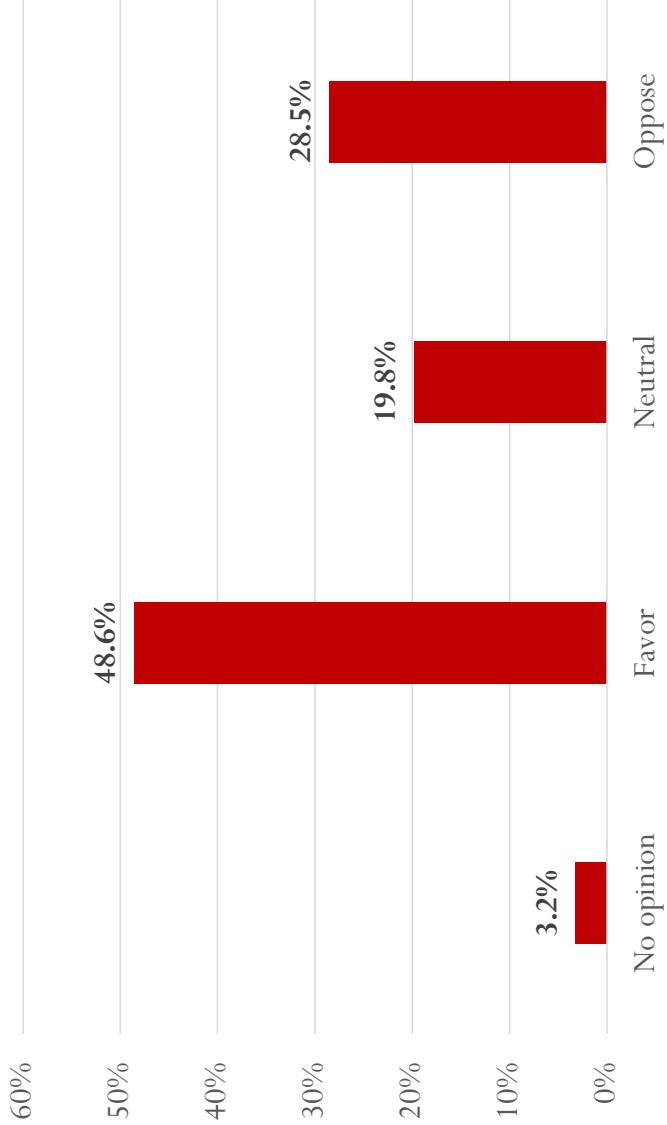
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Camden County-Initial Support



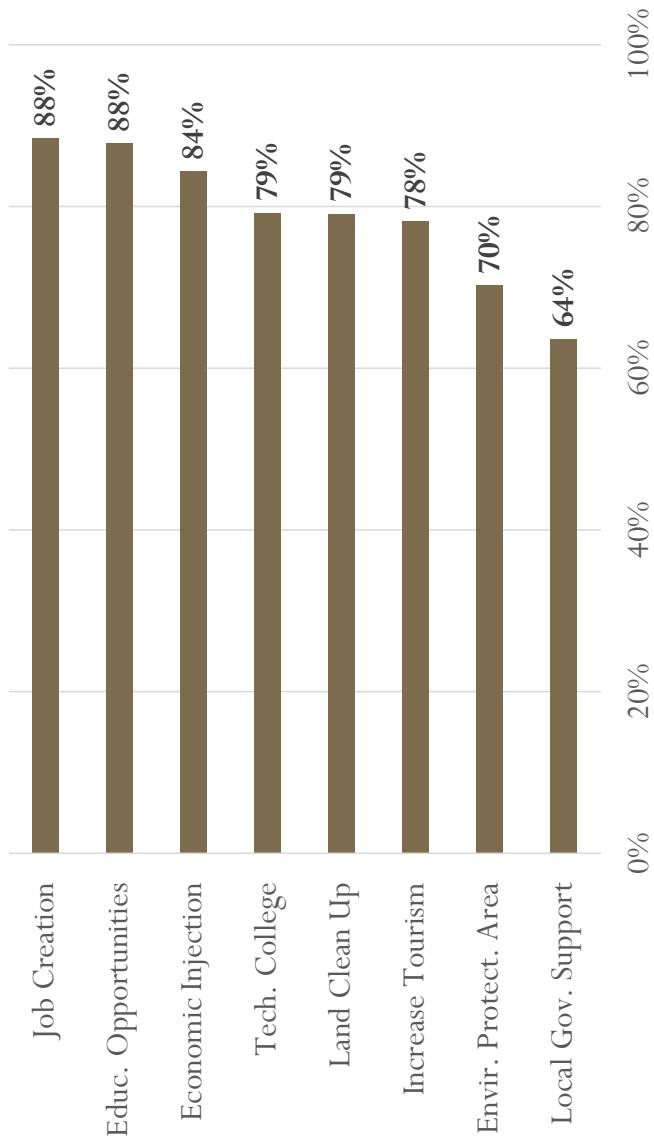
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Coastal Counties-Initial Support



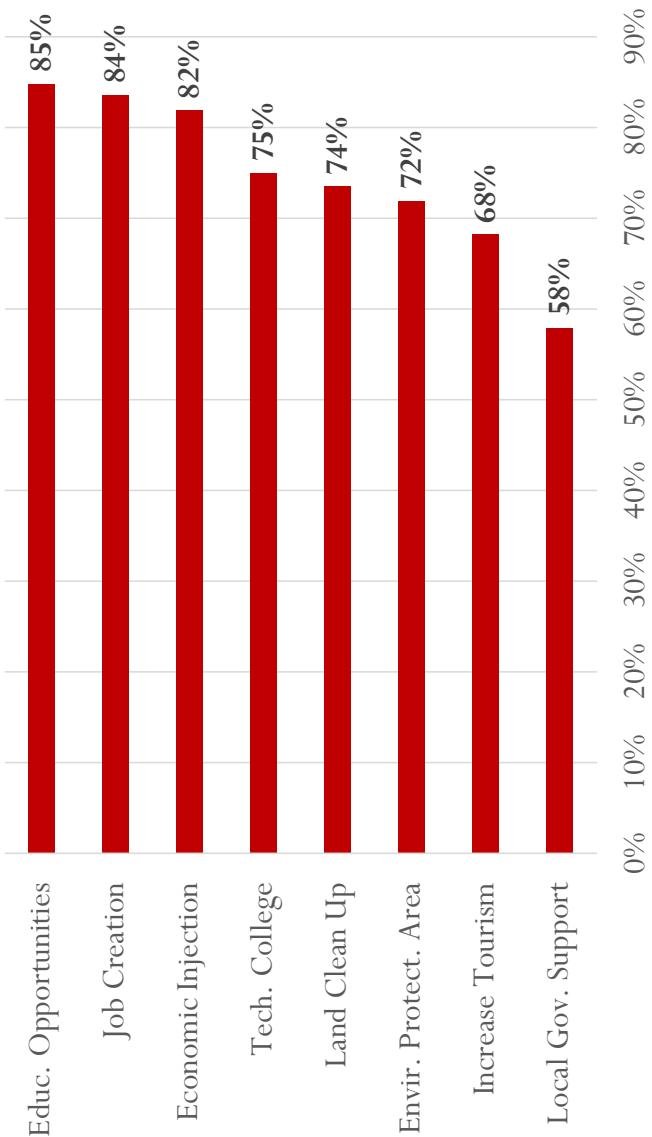
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Camden County-Increased Support for Spaceport



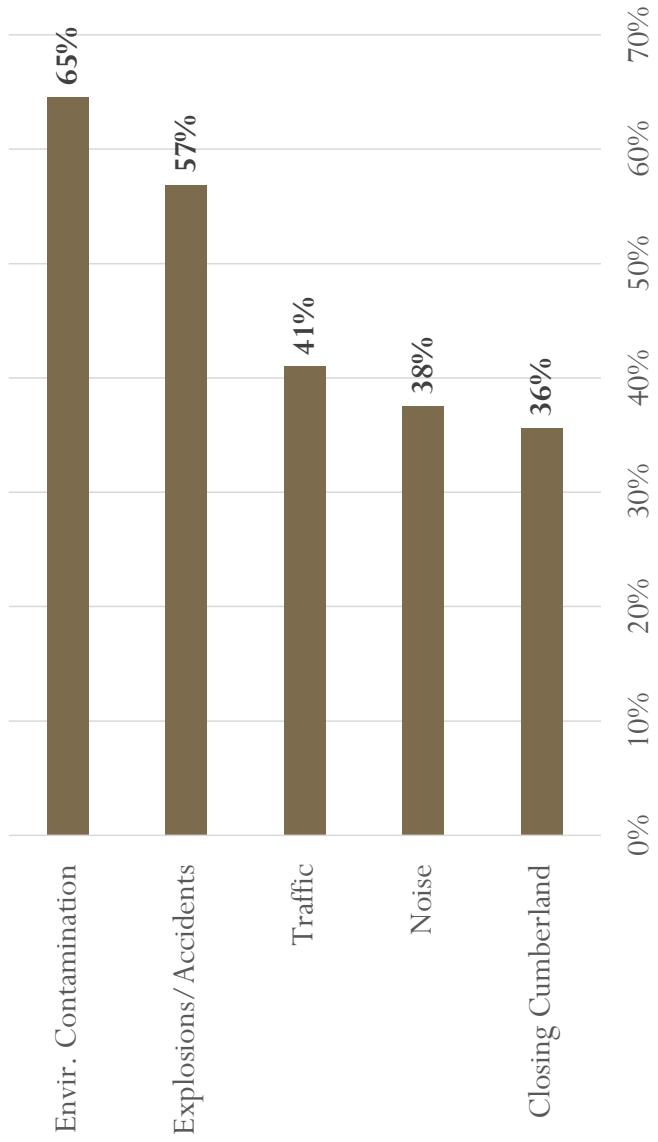
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Coastal Counties-Increased Support for Spaceport



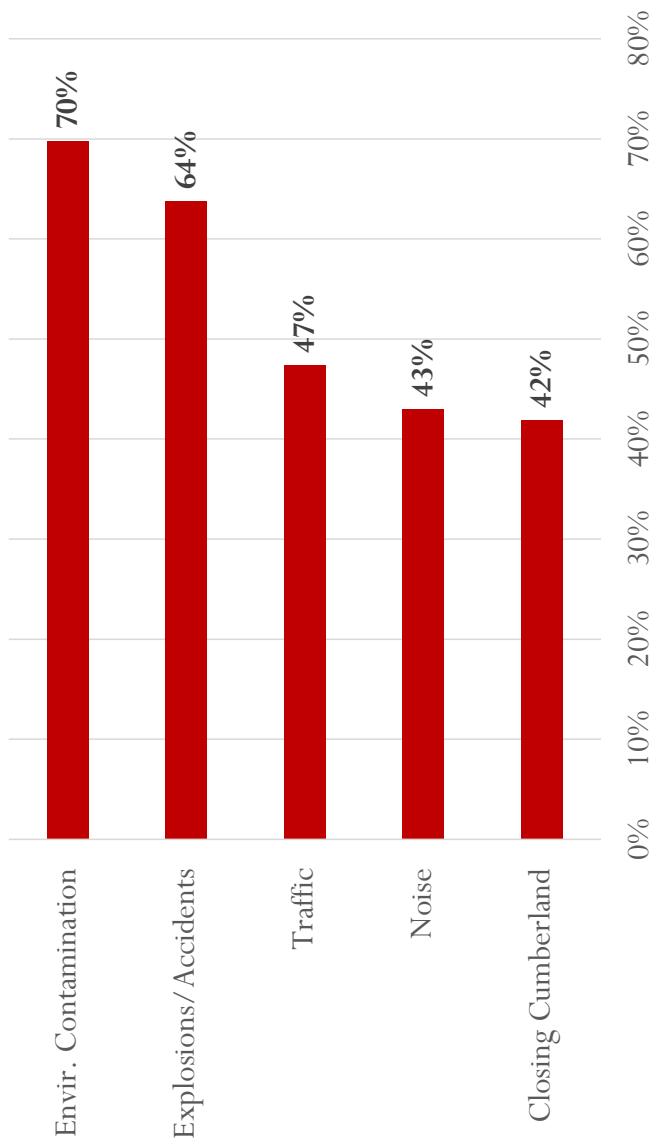
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Camden County-Decreased Support for Spaceport



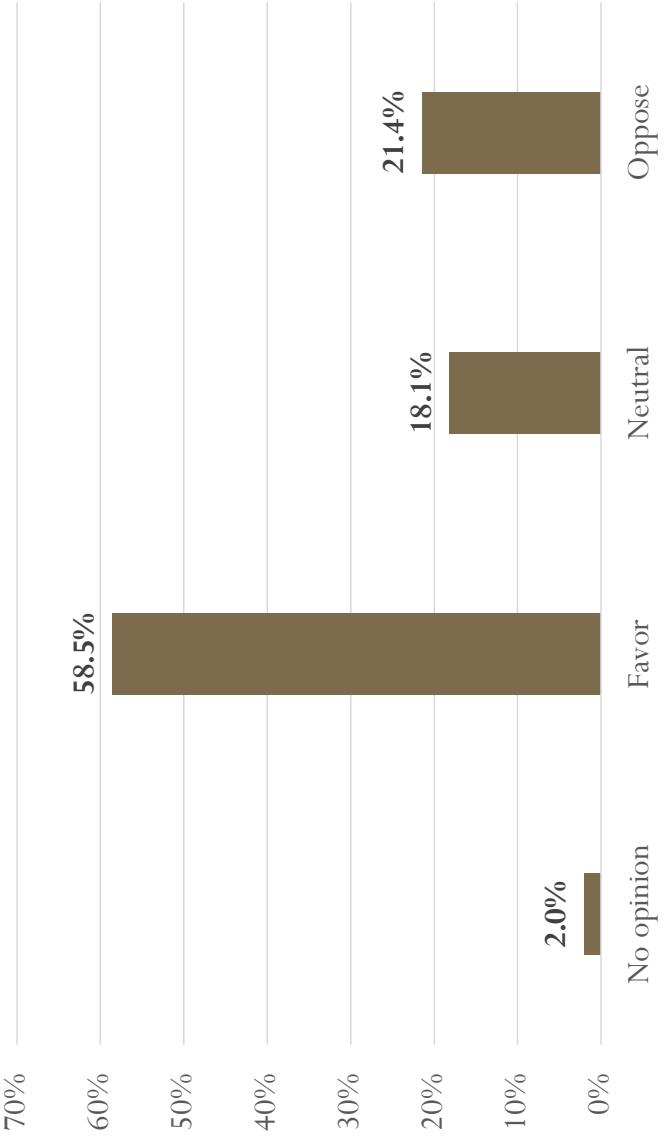
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Coastal Counties-Decreased Support for Spaceport



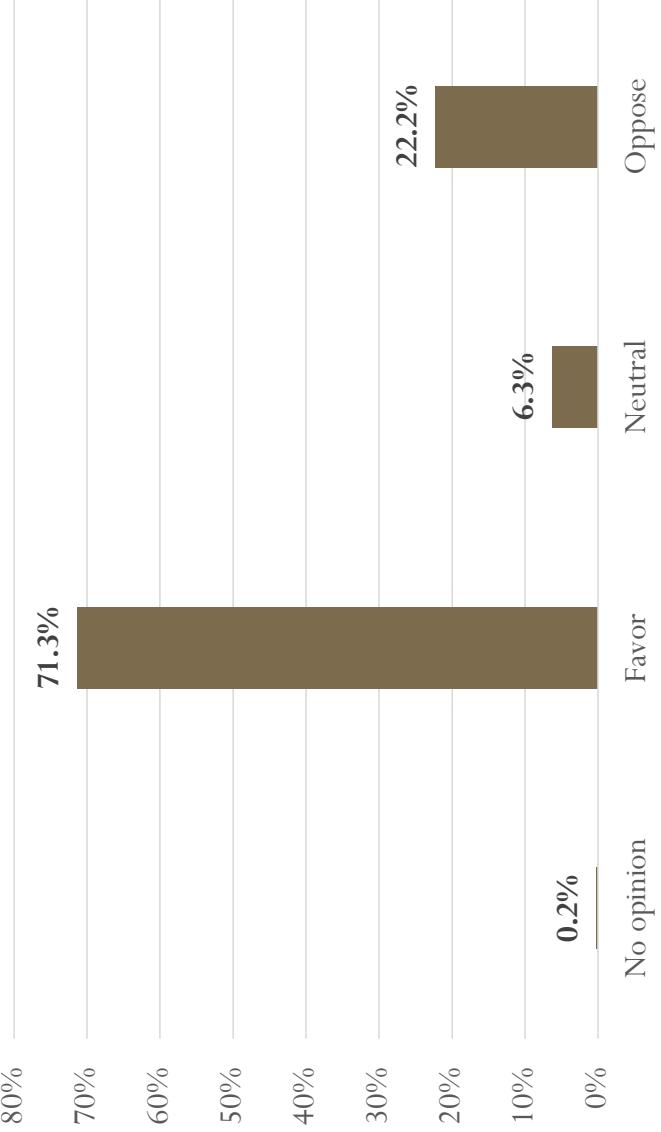
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Camden County-Initial Support



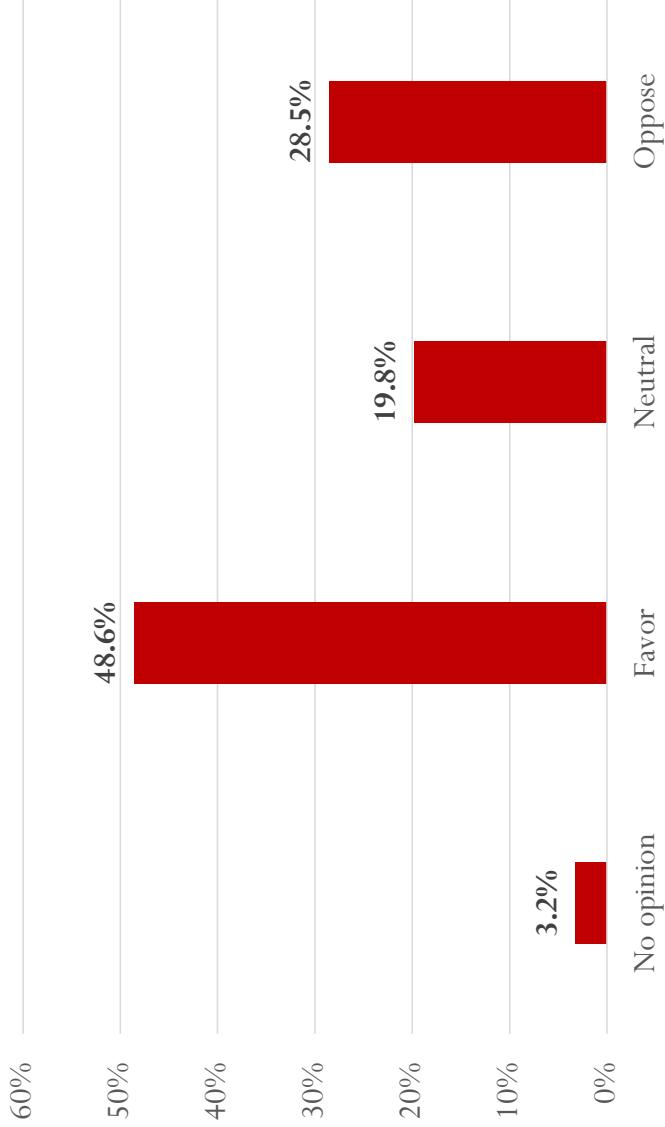
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Camden County-Final Support



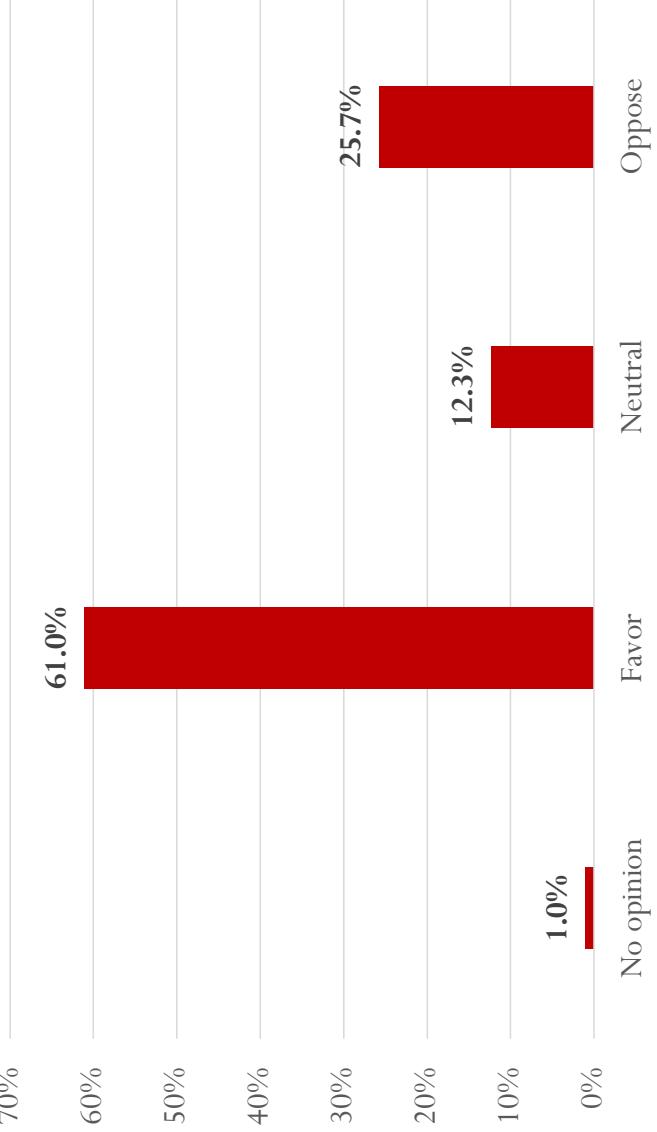
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Coastal Counties-Initial Support



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Coastal Counties-Final Support



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Questions?

Trey Hood (th@uga.edu)

O0010

From: David Kyler <susdev@gate.net>
Sent: Thursday, June 14, 2018 7:40 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Please confirm receipt of our comments attached & enter them in the public record
Attachments: Spaceport Camden, Center's comments on DEIS, FINAL, June 14.docx

Ms. Zee:

Please review our carefully considered comments on the DEIS for Spaceport Camden, attached.

We would appreciate your confirmation of receipt and entry of our comments into the public record.

Thank you.

David C. Kyler
Center for a Sustainable Coast
221 Mallory Street, Suite B
Saint Simons Island, Georgia 31522

Voice: 912.506.5088

*Advocating responsible decisions that sustain
Coastal Georgia's environment and quality of life.*

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www.sustainablecoast.org

Ms. Stacey M. Zee
FAA Environmental Specialist
Spaceport Camden EIS
c/o Leidos
2109 Air Park Road SE, Suite 209
Albuquerque, NM 87106

June 14, 2018

Dear Ms. Zee,

On behalf of the Center for a Sustainable Coast (“Center”) we submit the following comments on various important issues among those that are inaccurately and incompletely analyzed in the Draft Spaceport Camden Environmental Impact Statement (DEIS).

We believe that the flaws in the DEIS are so numerous and substantive that, if these profound problems are corrected in the final EIS, the only finding possible would be to deny the project as proposed.

PURPOSE AND NEED NOT ESTABLISHED

In *Section ES.1 Purpose and Need*, the applicant, Camden County, has not demonstrated that there is a need for a commercial spaceport on the Georgia coast. The DEIS does not indicate that there are any commercial launch operators interested in using the facility, and the fact that Camden County, a local government with constrained financial resources, proposes to construct, own, and operate the facility with no private sector partners, suggests that the emerging commercial space industry lacks any interest in developing a launching facility at the proposed location. The highly speculative nature of the project is evidenced by the following sentence: “The need for the proposed commercial space launch site is to further the goals of Camden County as established in the County’s Strategic Plan 2018, 2023, 2032 to create a strong regional economy with diverse job opportunities based on four major pillars of economic growth and sustainment, one of which is developing a world-class spaceport that would also attract businesses to support its operation.” In other words - if you build it, they will come – a speculative rationale that is contradicted by hard facts.

PN-02
NP-10

Numerous FAA-certified spaceports around the nation have fewer risks, yet they are failing financially. It’s our understanding, based on research of FAA launch forecasts and existing vertical launch spaceport licenses, presented at “Spaceportfacts.org,” that existing launch capacity in the U.S. is nearly four times demand anticipated through 2024. (See <https://www.spaceportfacts.org/the-numbers>). The absence of sufficient demand should be acknowledged in the EIS, or reasons to substantiate greater increases in demand must be credibly documented.

Calculation of benefit/cost ratio is directly tied to the project’s objective. To accurately estimate benefits, well-founded documentation of demand for the proposed facilities is required, yet the DEIS lacks any

NP-13

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—NP-13

such information. Public benefits from the proposed action cannot be reliably estimated without explaining details based on authoritative projections of unmet demand (if any) to be satisfied by the spaceport facility. To the contrary, the points raised throughout these comments strongly suggest far greater project costs (burdens on and threats to the public) than implied by the incomplete and incorrect DEIS.

GROSSLY UNDERSTATED DANGER ZONES

It is our understanding based on research presented at "Spaceportfacts.org," which compares maps of actual real world launches with the maps displayed at "Spaceport Camden"*, that the "hazard zone" [launch danger zone, or LDZ] area for the smallest rocket to be launched from "Spaceport Camden" is twice as large as depicted in the DEIS (*Exhibits ES-5 and ES-6*).

* (See <https://www.spaceportfacts.org/their-maps---our-maps>)

To consider the "smallest-possible" instead of the "most-likely" danger-zone profile grossly under-represents adverse impacts to the surrounding communities. The feasibility of launches from the proposed location on Harriett's Bluff, hazards and evacuation costs to the public, and the endangerment of public and private property, cannot be accurately evaluated until the launch danger zones for the prospective rockets are properly represented.

As with the above questions regarding public need, absence of reliable information about risks and evaluation expenditures linked to LDZs make it impossible to determine the proposed activity's net benefit (if any) because a reliable basis for cost assessment is not provided in the DEIS.

SA-05
PA-44

NP-13

HAZARDOUS MATERIAL THREATS UNJUSTLY MARGINALIZED

Hazardous materials stored near the proposed launching area present an enormous risk to public health and safety, but are dismissively treated in the DEIS. A legally binding environmental covenant on the hazardous landfill, enforced under both state and federal law, prohibits disturbance of the entire tract, which includes the proposed launch site. Such restrictions are in place due to serious risks to public health caused by disturbance of the hazardous materials disposed of at that landfill.

HW-02
HW-15

Historically the property in question was used for the production of explosives and pesticides, associated with a hazardous landfill and multiple Solid Waste Manage Units, all on-site. In efforts to provide reasonable protection of public safety, Union Carbide entered into an "environmental covenant" with the State of Georgia and Camden County. To repeat: this covenant applied to – and still applies to – the entire 4,011-acre site, including the spaceport.

According to legal provisions of the covenant – which is a recorded deed restriction covering the entire site – the covenant would have to be legally eliminated or substantially modified to permit *any* land disturbance activities on *any* portion of the site. There is no evidence that Georgia's Environmental Protection Division (EPD) intends to make such concessions in the enforcement of precautions provided by the covenant under state and federal law.

The DEIS fails to properly describe the covenant or to suggest related impacts on the site development plans, much less evaluate such impacts and how to properly mitigate them – assuming that they can be safely, reliably mitigated. The applicable *Hazardous Waste Site Permit [HW-063(d)]* is currently effective for the entire site. This Permit fulfills compliance requirements with *40CFR270 - the EPA Administered Hazardous Waste Permit Program*.

Although the DEIS acknowledges this permit, it misleadingly implies that the expiration of the 10-year permit in 2021 ends all restrictive provisions of the EPA/EPD requirements. That portrayal is an unequivocal, misleading, and perilous misinterpretation of the explicit law intended to protect the public from dangerous hazardous materials. Unquestionably, contrary to the DEIS, under current circumstances

HW-15

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this covenant explicitly prohibits installation of the spaceport or any other land-disturbing activity due to serious hazards to public safety.

The law states: *40CFR270.19(c)*: “Owners and operators of hazardous waste management units must have permits during the active life (including the closure period) of the unit. Owners and operators of . . . landfills, land treatment units, and waste pile units that received waste after July 26, 1982, or that certified closure (according to §265.115 of this chapter) after January 26, 1983, must have post-closure permits, unless they demonstrate closure by removal or decontamination as provided under § 270.1 (c)(5) and (6), or obtain an enforceable document in lieu of a post-closure permit, as provided under paragraph (c)(7) of this section.”

There is no application or approved plan to “demonstrate closure by removal or decontamination” of the Hazardous Landfill. Thus, contrary to the implication/omission of the DEIS, the RCRA permit will remain active, or must be replaced with a new permit in 2021 – which would require demonstrating a reliable method for ensuring public safety despite the presence of hazardous materials.

The Purchase Option Contract between Union Carbide and Camden County states: “Whereas, Grantor intends to subdivide the Site in order to exclude the Retained Land from any sale of the remainder of the Site (the “Subdivision”), such remainder, exclusive of the Retained Land, to comprise about 3930.82 acres, more or less (the “Property”);”

Although there’s no reference in the DEIS regarding the agreement to subdivide the property, *such subdivision does not alter its risks due to proximity to the spaceport launch pad, nor does it provide any allowance for circumventing the legal requirements of the covenant*. Any such circumvention would endanger the public and be legally indefensible.

COSTS AND RISKS TO INDIVIDUALS AND PUBLIC RESOURCES

Populated areas within the hazard zone would be threatened, and use of private property would be impaired. This intrusion raises constitutional issues as well as imposing unjustified risks to public safety.

By restricting the access to and use of private property in areas within the “Launch Danger Zones,” the proposed action would have a “takings” impact, with potentially significant costs that are not properly identified or evaluated in the DEIS.

So extreme are the circumstances of the proposed action that unprecedented procedures have been proposed to allow individuals who are within the LDZ for any particular rocket launching to remain in the danger zone if they choose to do so. The reason why this is unprecedented is because no other spaceport has been licensed where occupied, privately-owned and inhabited areas are endangered.

If such an allowance were made, presumably those who are willing to accept the risk of staying in the LDZ during launches would forfeit their legal rights to seek compensation if injured. Similarly, if official waivers were given, the estates of individuals signing them would forfeit legal options to seek compensation in the event of death caused by the referenced launch.

Whether these extreme exemptions were afforded or not, private property and public resources within the LDZ would still be in jeopardy, and any damages incurred due to launches could be – and most likely would be – granted monetary compensation in civil court. In the event of a failed launch, such monetary compensation awards, for property damage alone, could be in the many millions of dollars. Cumulatively, over decades of operation, such court-awarded payments could amount to billions of dollars, by any reasonable range of estimated impacts.

Despite these costs, the DEIS provides no evaluation of them. Likewise, the DEIS does not account for what parties would be responsible for paying such expenses. If a rocket company could not afford making legally required payments, excess unpaid costs could be expected to become the obligation of the owner

HW-10

HW-15

PA-33

PA-28

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of the spaceport facility. Under the proposal being evaluated in the DEIS, the spaceport facility owner would be Camden County – meaning that liability burdens would be shared by the taxpayers, yet the DEIS provides no assessment of such costs or the potentially controversial determination of who would be responsible for paying them.

PA-28

CUMBERLAND ISLAND NATIONAL SEASHORE & WILDERNESS AREA

The Wilderness Act defines wilderness as having “outstanding opportunities for solitude or a primitive and unconfined type of recreation” (*The Wilderness Act. Pub. L. 88-577. 78 Stat. 891. 3 September 1964.*)

It is perplexing to see the National Park Service, as the agency responsible for maintaining the character of designated wilderness areas under its management, listed as a cooperating agency on a document which discounts the deleterious effects the spaceport would have on the use, character and enjoyment of the 9,866 acres of federally designated Wilderness Area at Cumberland Island National Seashore (CUIS). Such contradictory positions appear to be legally vulnerable under federal statutes, considering the threatening impacts of spaceport launches.

Rocket launches over the island, and intrusive noise extending for miles beyond the LDZ, would destroy the tranquil and undisturbed quality of Cumberland Island Wilderness Area, constituting a violation of the Wilderness Act. The DEIS recognizes that noise levels and artificial light from spaceport activities would be incompatible with wilderness qualities, but then discounts the impact as either ‘infrequent’, or affecting only a small number of people.

WL-14

Regarding the frequency and duration of the impact, if the spaceport were to conduct the proposed 12 rocket launches and 12 supportive activities per year, this would be equivalent to monthly disruptions of visitor enjoyment of CUIS. This constitutes a substantial impingement on the operation of a popular and unique publicly-owned destination for outdoor recreation. The DEIS ineffectually attempts to discount this impact by claiming that “[a]dvanced notification will be provided to the public prior to each launch that will inform the public of the area closure. Wilderness visitors that access Cumberland Island Wilderness outside the closure area will be made aware of the launch and will either expect the noise disturbance to occur or choose not to visit the wilderness during that time.”

WL-15

This analysis fails to recognize that visits to CUIS are typically planned months in advance, and many visitors travel long distances at great expense to enjoy solitude and serenity in a place untrammeled by modern civilization. These kinds of travel plans are not easily changed given the limited spaces available at campsites and other travel constraints, and it is doubtful that advance notice would be sufficient to allow time for people to change their plans. Also, given the vagaries of weather and other uncertainties, the reliability of an advance launch schedule to help visitors make plans is extremely questionable.

More importantly, providing advance warning of the intrusive rocket launch is definitely not equivalent to mitigating the impact to wilderness qualities. The temporary nature of a disturbance does not make it allowable, or acceptable, under the Wilderness Act which prohibits many activities (the use of mechanized equipment for example) while making no exceptions for infrequency or short duration of such objectionable actions.

VE-11

WL-16

When describing visual impacts to the wilderness, the DEIS states, “[f]or the long-term impacts from the visual presence of the towers/facilities and lighting/skyglow, they are only experienced by wilderness visitors on the western shoreline facing the proposed spaceport site.” Elsewhere in the document, these are quantified as the “24 allowed campers per day at Brickhill Bluff”. The DEIS, while repeating claims about forewarning visitors and the temporary nature of the disturbance states, “A maximum of 72 people could potentially be impacted because only authorized campers could remain within the wilderness on launch day. As these events would be highly publicized and all authorized campers would be notified, there should not be any concern for startle effects due to the visual component of the launches. Recovery

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operations would be similar to a small aircraft landing. These operations would be infrequent and cause no permanent change to views in the area.”

By definition, wilderness is “untrammeled” and as such, one should expect only a small number of people to be present during any given time period. If the number of people benefiting from the wilderness experience is small by definition, it is disingenuous to present that as a reason to discount the impact. The Wilderness Act makes no exceptions based on the number of people affected by a violation of the wilderness. It’s a violation of the delegated, legal purpose of wilderness even if no people are present.

Evacuating visitors at CUIS for rocket launches, in accordance with established FAA procedures, would be exceptionally difficult and disruptive due to the remote location of campsites, habitats, and hiking paths. Scheduling launches while ensuring adequate public safety would be extremely expensive if not impossible to implement. These substantial difficulties are circumvented in the DEIS by describing “residents, vacation house owners, permit-holding campers, and National Park personnel” as “authorized persons” for whom leaving the area during a launch would be optional. The Center – for reasons described above in comments regarding liability – seriously doubts that anyone will be allowed to remain in hazard areas as an “authorized person.” There is no precedent or legal justification for such a provision.

For the same reasons the proposed Spaceport violates the Wilderness Act, the DEIS is in violation of the Department of Transportation Act, Section 4(f), by not making a “constructive use” determination “because sufficient information about individual launches that may take place at the proposed launch site is not yet available.” According to 23CFR§774.15(e)(3) constructive use occurs when “[t]he project results in a restriction of access which substantially diminishes the utility of a significant publicly owned park, recreation area, or a historic site”. On this one criterion alone, the DEIS has enough information to determine that CUIS would be subject to up to 12 closures per year. By deferring a “constructive use” evaluation to the time when individual launch licenses are applied for would result in the deferral of such assessment to a time when each launch would be evaluated separately – and thus unlawfully circumventing evaluation of cumulative impacts caused by the anticipated 12 launches per year.

FURTHER OBJECTIONS TO PROPOSED LAUNCH CORRIDOR OCCUPANCY

Lacking realistic assessment of the consequences/costs of risk and safety precautions, the DEIS fails to support even an approximate estimation of costs for spaceport implementation and operations related to the risky, unprecedented allowance for occupancy of the launch corridor. As previously stated: Without having credible, complete estimates for such costs, the proposed action cannot be properly evaluated.

To further substantiate the above comments, I refer to the April 2018 newspaper article by Mary Landers of the Savannah Morning News (See <http://www.savannahnow.com/news/20180409/cumberland-island-landowners-object-to-camden-spaceport-plans>). The article quotes Ray Lugo, the director of the Florida Space Institute at the University of Central Florida and a rocket scientist who has participated in approximately 100 launches, saying that it is “delusional” to think that it would be safe to allow anyone to remain in the launch corridor. In his experience with rocket launches at Vandenberg Air Force Base, launches were scrubbed if there was just one person in the area where debris could fall.

The Launch Site Safety Assessment Overview and Update published on the FAA website (See https://www.faa.gov/about/office_org/headquarters_offices/ast/regulations/media/Launch_Site_Safety_re-Assessment_Matrix_Pkg.pdf) further supports the conclusion that it would be highly irregular to allow anyone to remain in hazard areas, as it states that “[t]he launch operator must evacuate and monitor each launch site hazard area to ensure compliance with §§ 417.107(b)(2) — (b)(3). These paragraphs from 14 CFR §417.107 read as follows:

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(2) A launch operator may initiate flight only if the risk to any individual member of the public does not exceed a casualty expectation of 1×10^{-6} per launch for each hazard.

(3) A launch operator must establish any water borne vessel hazard areas necessary to ensure the probability of impact (P_i) with debris capable of causing a casualty for water borne vessels does not exceed 1×10^{-5} .

The DEIS provides no analysis confirming that these criteria would be met without completely evacuating the LDZ. Unless a credible analysis is provided, this issue would significantly add to the project's legal vulnerability as a threat to public safety.

SA-01
SA-16

IMPACTS ON THE TIDAL MARSH AND RELATED HABITAT

The Center is also very concerned about harmful impacts of proposed spaceport operations on the tidal marshes and highly valued fish and wildlife habitat in the surrounding area – which have not been properly evaluated, or even identified, in the DEIS. We share concerns raised in more detailed comments on these issues submitted by Camden County resident, Steve Weinkle, entitled “Impacts and Risks to Tidal Marsh are Not Addressed.” Please reference Mr. Weinkle’s comments for more details on this issue.

BR-40
CO-10

CONCLUSION

Mr. Lugo is also quoted in another article by Mary Landers* in which he explains that the EIS process allows the safety analysis to select a narrow launch corridor and small hypothetical rocket to expedite approval of a spaceport license. This does a disservice to the taxpayers of Camden County because it misrepresents actual real-world rocket impacts and launch requirements. The DEIS’s unrealistic portrayal of this proposed spaceport could result in the construction of a spaceport which will never launch a rocket.

SA-15
LC-04

*(<http://www.savannahnow.com/news/20180413/camden-county-spaceport-gets-hearing-but-not-answers>)

Because of this breach of public interest – allowing unrepresentative assessment of impacts – and for reasons covered throughout these comments, we believe that the DEIS is severely impaired. Unless these deficiencies are corrected in the Final EIS, we firmly believe the review process would violate NEPA. Further, given the importance of formidable, unresolved issues raised in the DEIS, we are convinced that a complete and accurate Final EIS can only reach one conclusion: that the proposed project is contrary to public interest and licensing should be denied. We advise that FAA’s decision to move ahead by licensing a spaceport in this location would be legally vulnerable and justifiably challenged in court.

Submitted by:

David C. Kyler, Executive Director
Center for a Sustainable Coast
221 Mallory Street, Suite B
Saint Simons Island, Georgia 31522
(912) 506-5088

O0011

From: Kevin Proescholdt <kevinp@wildernesswatch.org>
Sent: Thursday, June 14, 2018 10:35 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Spaceport Camden DEIS
Attachments: Spaceport Camden comments 2018-06-18.pdf

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

Dear Ms. Lee,

Attached as a pdf document are the comments from Wilderness Watch on the Draft Environmental Impact Statement for the Spaceport Camden proposal. Please let me know if you have any difficulty in opening the pdf document.

Sincerely,

Kevin Proescholdt
Conservation Director
Wilderness Watch
2833 43rd Avenue South
Minneapolis, MN 55406
612-201-9266
www.wildernesswatch.org

To read about or order Kevin's new book, Glimpses of Wilderness, go to
<https://kevinproescholdt.com/>

O0011



WILDERNESS WATCH
Keeping Wilderness Wild

June 14, 2018

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

Sent via: FAACamdenSpaceportEIS@Leidos.com

Re: Spaceport Camden DEIS

Dear Ms. Zee,

The following comments on the Draft Environmental Impact Statement (DEIS) for the Spaceport Camden project come from Wilderness Watch. Wilderness Watch is a national wilderness conservation organization focused on the protection and proper stewardship of all the units of the National Wilderness Preservation System, a significant one of which is the Cumberland Island Wilderness. Our comments will focus primarily on the Cumberland Island Wilderness.

The Cumberland Island Wilderness is part of the Cumberland Island National Seashore, administered by the National Park Service (NPS). Though a part of the National Seashore, the Cumberland Island Wilderness has additional protections given it by Congress that the rest of the National Seashore does not enjoy, primarily protections from the 1964 Wilderness Act, 16 U.S.C. 1131-1136. This additional layer of protection also requires additional environmental review, review that has not yet been adequately conducted.

Our specific comments follow:

1. The Spaceport Camden proposal threatens the Cumberland Island Wilderness in many ways.

As we understand the proposed project, the National Park Service would have to close the Wilderness and maybe the entire Cumberland Island National Seashore, which gets up to 300 visitors per day (the maximum limit). Since Cumberland Island is a unique World Heritage

P.O. Box 9175 | Missoula, MT 59807 | 406.542.2048 | wild@wildernesswatch.org | www.wildernesswatch.org

O0011

Site and people travel there from all over the world, planning their trips far in advance, this would be a major inconvenience.

The launches, which are proposed to initially start with one launch per month and could increase over time, would track over the north end of the island, which is where the Wilderness is located, and also over Little Cumberland Island, which has about 40 homes on it, and is separated from Cumberland Island only by a narrow stretch of marsh. Nowhere in the U.S. are rockets launched over inhabited areas.

The noise and visual intrusion from these commercial rocket launches will also negatively impact the Cumberland Island Wilderness. No other unit of the National Wilderness Preservation System has commercial rockets launching over it at so close a distance.

There is also the obvious danger of failed launches with debris falling in flames from the sky. There is also the danger of flaming debris falling into the Wilderness and causing fires.

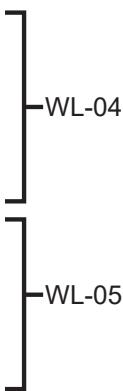
2. The DEIS inadequately analyzes impacts of the project on the Cumberland Island Wilderness.

a. The DEIS barely mentions the existence of the Cumberland Island Wilderness. The DEIS barely mentions the existence of the Cumberland Island Wilderness; see, for example, pages 2-43 to 2-44, pages 3-62 to 3-63, and pages 3-67 to 3-69. But nowhere in the DEIS does the document adequately analyze the wilderness character of the Cumberland Island Wilderness and the threats to its wilderness character from the proposed project.

The federal agencies that administer Wilderness have developed an inadequate set of four or five tangible, measurable qualities of wilderness character called Keeping It Wild2. That framework knowingly ignores all of the vast intangible aspects of wilderness character and focuses on just a few contrived aspects that can be measured and counted. The Keeping It Wild2 framework is wholly inadequate. Instead, the proposed project threatens at least the following aspects of wilderness character of the Cumberland Island Wilderness:

- a. Wildness
- b. Solitude
- c. Remoteness
- d. Noise
- e. Visual intrusion
- f. Primitive and unconfined recreation
- g. Undeveloped nature
- h. Transcendent and spiritual values
- i. Connection to the past
- j. Ecological and evolutionary processes
- k. Other intangible values

The Final EIS, if this project moves forward, must fully analyze the impacts of the proposed



WL-05
WL-06

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project on all of these aspects of wilderness character for the Cumberland Island Wilderness.

WL-05
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b. The Cumberland Island Wilderness is governed by the 1964 Wilderness Act, 16 U.S.C. 1131-1136. Congress designated the Cumberland Island Wilderness in 1982 under the provisions of the 1964 Wilderness Act.

The overriding purpose of the Wilderness Act is the preservation of wilderness character. Section 2(c) of the Wilderness Act defines "Wilderness" as:

A wilderness, in contrast with those areas where man and his own works dominate the landscape, is hereby recognized as an area where the earth and its community of life are untrammeled by man, where man himself is a visitor who does not remain. An area of wilderness is further defined to mean in this Act an area of undeveloped Federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions and which (1) generally appears to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable; (2) has outstanding opportunities for solitude or a primitive and unconfined type of recreation; (3) has at least five thousand acres of land or is of sufficient size as to make practicable its preservation and use in an unimpaired condition; and (4) may also contain ecological, geological, or other features of scientific, educational, scenic, or historical value.

Congress was clear through the Section 2(a) "Statement of Policy" that Wilderness areas "shall be administered for the use and enjoyment of the American people in such a manner as will leave them unimpaired for future use and enjoyment as wilderness, and so as to provide for the protection of these areas, the preservation of their wilderness character..." Pursuant to Section 4(b), "each agency administering any area designated as wilderness shall be responsible for preserving the wilderness character of the area and shall so administer such areas for such other purposes for which it may have been established as also to preserve its wilderness character."

This is why Howard Zahniser's foresight is so important. Howard Zahniser, the drafter of the Wilderness Act, focused primarily on wildness as the essential quality of wilderness: "We must remember always that the essential quality of the wilderness is its wildness." (Howard Zahniser, "New York's Forest Preserve and Our American Program for Wilderness Preservation," Statement to the New York State Legislature, 1953.) In the Wilderness Act, Zahniser chose the word "untrammeled" to best describe the character of wilderness in the Wilderness Act. He stated that "[a] wilderness is an area where the earth and its community of life are untrammeled by man. (Untrammeled – not untrampled – untrammeled, meaning free, unbound, unhampered, unchecked, having the freedom of the wilderness.)." (Senate Comm. on Interior and Insular Affairs, *Hearings before the Committee on S. 1176*, 85th Congress, 1st sess., June 19-20, 1957, pp. 212-13.)

Likewise, the National Park Service's wilderness management direction describes

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“untrammeled” as: “Wilderness is essentially unhindered and free from the intentional actions of modern human control or manipulation.”

The National Park Service summarizes wilderness character in this way:

Wilderness character is a holistic concept based on the interaction of (1) **biophysical environments** primarily free from modern human manipulation and impact, (2) **personal experiences** in natural environments relatively free from the encumbrances and signs of modern society, and (3) **symbolic meanings** of humility, restraint, and interdependence that inspire human connection with nature. Because personal experiences and symbolic meanings are intangible and may differ from person-to-person, further defining these components of wilderness character has not occurred.

(NPS, Wilderness Stewardship Division, at
<https://www.nps.gov/orgs/1981/wilderness-character.htm>)

The launching of commercial rockets over the Cumberland Island Wilderness will certainly negatively impact the area’s wildness and wilderness character, in violation of the requirements of the Wilderness Act and the NPS’s guidelines.

If this ill-considered Spaceport Camden proposal moves forward, the Final EIS must thoroughly analyze all of the impacts on all of the aspects of the wilderness character of the Cumberland Island Wilderness.] LU-06

3. The FAA should reject the Spaceport Camden proposal, and the project should be withdrawn from consideration.

Because this proposal will have such devastating impacts on the Cumberland Island National Seashore and the Cumberland Island Wilderness, the FAA should reject the Spaceport Camden proposal and withdraw it from further consideration.

Please keep Wilderness Watch on your contact list for any further developments on this proposal.

Sincerely,



Kevin Proescholdt
Conservation Director

O0012

From: Alex Rodriguez <Alex.Rodriguez@vector-launch.com>
Sent: Wednesday, June 13, 2018 7:45 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Vector Letter of Support for Spaceport Camden EIS / Launch Site Operator License Approval
Attachments: Zee Letter.pdf

Hello Ms. Zee,

Attached please find Vector's Letter of Support for the FAA's Proposed Action of issuing a Launch Site Operator License to Camden County, Georgia.

Vector appreciates this opportunity. Please call me if you have any questions.

Thank you in advance.

All My Best,

Alex Rodriguez
Vice President, Government & External Affairs
Vector Launch, Inc.
824 E. 16th Street
Tucson AZ 85719
520-275-0519

Alec.Rodriguez@Vector-Launch.com
www.vector-launch.com



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00012

VECTOR

824 E. 16th Street
Tucson, Arizona 85719
888-346-7778

June 11, 2018

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

Submitted VIA EMAIL: FAACamdenSpaceportEIS@Leidos.com

Re: Spaceport Camden Draft Environmental Impact Statement (EIS) Camden County, GA

Dear Ms. Zee,

Vector Launch, Inc. ("Vector") appreciates the opportunity to submit this letter in support of the FAA's Proposed Action of issuing a Launch Site Operator License to the State of Georgia's Camden County Board of Commissioners (County) to operate a proposed commercial space launch site, named Spaceport Camden. The FAA's Proposed Action would allow Vector and other commercial launch operators to conduct vertical launches from, and provide associated support services at, Spaceport Camden. Having a selection of qualified launch sites in the United States will help commercial operators meet emerging demand for launch services, particularly in the small satellite market.

As you may be aware, Vector conducted a suborbital test flight of the Vector Rapid Prototype Vehicle in August 2017, making it the first test rocket to launch from the proposed site. The leadership, staff and local stakeholders of Camden County and Spaceport Camden provided superb support to Vector, which contributed to making our test launch mission a success.

Please feel free to contact me directly at 520-275-0519 should you have any questions.

Sincerely,



Alex Rodriguez

Vice President, Government and External Affairs

Cc: Camden County Board of Commissioners

O0013

From: Jane Kinney <jane@commercialspaceflight.org>
Sent: Thursday, June 14, 2018 11:18 AM
To: FAACamdenSpaceportEIS
Cc: Eric Stallmer
Subject: EXTERNAL: Letter of Support for Spaceport Camden
Attachments: Letter of Support for Spaceport Camden - June 2018.pdf

Ms. Zee,

Attached is a letter of support from the Commercial Spaceflight Federation regarding Spaceport Camden. Please do not hesitate to reach out with any questions and thank you for your time and consideration.

Jane Kinney
Assistant Director
Commercial Spaceflight Federation
727 15th Street NW.
Suite 800
Washington DC, 20005

Email address: jane@commercialspaceflight.org

(469) 879 - 9503 (Cell)

O0013

June 11th, 2018

The Honorable Dan Elwell
Acting Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20024

Dear Administrator Elwell:

On behalf of the Commercial Spaceflight Federation (CSF), I write in support of Spaceport Camden and encourage the Federal Aviation Administration to finalize the Environmental Impact Statement for Spaceport Camden and swiftly approve Camden's application for a launch site operators license.

CSF and its 80+ members are laying the foundation for a sustainable space economy and democratizing access to space for scientists, students, civilians, and businesses. CSF members are responsible for the creation of thousands of high-tech jobs driven by billions of dollars in investment. CSF members have transformed the space industry and are responsible for some of the biggest leaps in spaceflight and aerospace technology in a generation.

As you know, this Administration has reconvened the National Space Council and developed a National Space Strategy to streamline the legal and administrative regime that will allow us to continue to help transform how Americans access and use space. Spaceport Camden represents a key tenant of these initiatives by providing additional launch capacity for the commercial space industry to ensure that American companies remain world leaders in space technology.

In furtherance of the Administration's space strategy, President Trump signed Space Policy Directive 2 (SPD-2) on May 24, to reorganize and reform the way the federal government regulates U.S. commercial space companies. Among the directives in SPD-2 is a requirement to streamline launch and reentry licensing. Streamlining launch and reentry licensing without increasing launch capacity simply shifts the innovation bottleneck from regulatory licensing to launch delays and range congestion.

As the Federal Aviation Administration works to finalize the Environmental Impact Statement for Spaceport Camden and begins its review of Camden County's application for a launch site operators license, CSF encourages the FAA to approve this new launch site without delay. America's leadership in the global space industry depends on the FAA's ability to quickly and safely license commercial space activity.

Sincerely,



Eric Stallmer
President, Commercial Space Federation

O0014

LAW OFFICE OF

JOSEPH J. SEGUI, P.C.

Post Office Box 699

Waynesville, GA 31566-0699

Tel 912.399.9922 Fax 404.671.8569

Writer's email

JoeSegui@live.com

June 14, 2018

U.S. Federal Aviation Administration
Ms. Stacey M. Zee, Environmental Specialist
c/o Leidos
2109 Air Park Road S.E., Suite 200
Albuquerque, NM 87106
via email to faacamdenspaceporteis@leidos.com

Re: Coastal Georgia Sea Products Cooperative

Dear Ms. Zee:

I represent a group of commercial shrimpers, crabbers, and other fishermen in southeast Georgia who are forming a cooperative to join forces and benefit from a cooperative association.

Today I write in support of Camden Spaceport and offer an opinion that a few hours of closure a dozen times per year of the intracoastal waterway and other sensitive areas in the interest of safety would not work a substantial hardship on commercial fishermen.

We support the objectives of Camden Spaceport and stand ready to help in any way we can. Let me know should you need additional information.

Regards,



O0015

From: Emily Jones <ejones@npca.org>
Sent: Thursday, June 14, 2018 12:49 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: NPCA Comments on Spaceport Camden DEIS
Attachments: NPCA comments on DEIS NPCA.pdf

Thank you for the opportunity to submit these comments. Please acknowledge receipt.

Emily Jones
National Parks Conservation Association
Campaign Director, Southeast Region,
865 329.2424 ext 26 | ejones@npca.org

Preserving Our Past. Protecting Our Future
Speak up for national parks. Join us at www.nPCA.org

O0015



Ms. Stacey M. Zee
FAA Environmental Specialist
Spaceport Camden EIS
c/o Leidos
2109 Air Park Road, SE, Suite 200
Albuquerque, NM 87106

June 14, 2018

Dear Ms. Zee,

On behalf of National Parks Conservation Association (NPCA) and our 25,000 members and supporters in Georgia and 1.3 million nationally, we respectfully submit these comments on the Draft Environmental Impact Statement (DEIS) for Spaceport Camden, by the Federal Aviation Administration (FAA) Office of Commercial Space Transportation(OCST). Since 1919 NPCA has been the leading voice in safeguarding our national parks. NPCA and its more than one million members and supporters work together to protect and preserve our nation's natural, historical, and cultural heritage for future generations.

NPCA has reviewed the Draft Environmental Impact Statement (DEIS) prepared for Spaceport Camden and requests that the FAA reconsider the preferred action and choose the no action alternative, thereby terminating this process to license a spaceport operation in Camden County Georgia.

FAA 's Office of Commercial Space Transportation must seriously consider their role and the national scope of their responsibility to the people of the United States. The simple fact is that the eastern boundary of Camden County, Georgia is an inhabited barrier island, a designated National Seashore, and a unit of the National Park System. In 1955 the National Park Service (NPS) identified Cumberland Island as second only to Cape Cod in places of national significance along the Atlantic and Gulf Coast. In 1972 it was added to the National Park System by Congress. There is no appropriate location for a spaceport in Camden County that does not require a launching trajectory over the national seashore, creating a trajectory hazard area and closure. As one commenter exclaimed in the scoping process, "THIS IS ABSURD! CERTAINLY, THERE ARE MANY OTHER OPTIONS! :"



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FAA's Purpose and Need:

The FAA's responsibility under the Commercial Space Launch Act (CSLA) is national in scope. The fault in the selection of the preferred alternative in this Draft EIS is that it only looks at Camden County Georgia which is too narrow a scope for this federal agency. This issue was raised in scoping comments but because it did not meet the County's need to develop a spaceport, it was dismissed. Under the statutory direction of Congress, FAA is charged with protecting public health and safety, and safety of property, in addition to encouraging commercial space launch and reentry activities by the private sector. In order to fulfil its Congressional mandate, FAA must look at the national scope of the United States (U.S.) space transportation needs, and determine locations that are appropriate, for specific activities that encourage, facilitate, and promote activities by the private sector to strengthen and expand U.S. space transportation infrastructure.

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This DEIS is limited in scope by a claim of fulfilling Camden County's economic needs. That is not an appropriate reason to permit a commercial space launch site in Camden County, GA. There is no guarantee that it will produce the economic growth and sustainment that Camden County seeks. The DEIS burdens the commercial launch operator with the task of adhering to environmental and safety regulations that were brought to FAA's attention during scoping and references discrete environmental reviews for commercial launch operators who wish to operate their vehicle from Spaceport Camden. Does this take further environmental review out of the public process?

PN-02

—NP-05

The DEIS primarily deals with a construction project on contaminated land. In some cases, it limits itself to the impacts of a construction project to build the spaceport. In other places it attempts to address, but significantly downplays, the actual impact of rocket launches, landings and test firing on the National Seashore resources and visitor experience. It is inadequate in addressing the cost of closures to CUIS and other Section 4 (f) areas such as Crooked River State Park, and vital transportation, recreation, and commercial fishing corridors such as the Intracoastal Waterway and St. Andrew Sound, as protected by the Public Trust Doctrine.

According to the need and purpose of the DEIS, "the need for the proposed action is to further the goals of Camden County... to create a strong regional economy ... by developing a world-class spaceport that would attract business to support its operation." Nowhere is it borne out

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or supported that choosing this preferred alternative action will fulfill this need. Based on FAA's own data, it appears that commercial spaceports located near or in coordination with military or NASA facilities have the greatest success in attracting commercial clients.

PN-02
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FAA's FY 17 Commercial Space Data shows that in calendar year 2017, there were 10 licensed site operators in the United States (US), to provide sites for 12 licensed launches across the country. Camden proposes 12 launches a year but provides no market research to identify a customer base for operations or launches. In the Final Report of the GA State Senate Study Committee on Camden County Spaceport, Mr. Stephen Fleming, founder of Boostphase, noted that when companies look for launch sites, they look at FAA accreditation, location, and infrastructure. FAA's data shows that licensed launches are taking off at Kennedy Space Center, Vandenberg Air Force Base and the Mid Atlantic Regional Spaceport, all world-class spaceports with existing and significant infrastructure, including ports, appropriately located to launch rockets over open ocean.

There is no reason why Camden County, GA cannot participate in the commercial space industry, and satellite and ground equipment manufacturing may be viable if the County recruits those industries. But not every county on our nation's coast is an appropriate location for launching and landing rockets. Camden County, Georgia may in fact be the most inappropriate location the FAA could choose to permit a launch site operator's license.

By proceeding with the preferred alternative, FAA ignores the best interest of the commercial space operator who seeks a site to launch rockets, U.S. and Camden County taxpayers, the public trust, protection of the national park's visitor use and experience and the natural, cultural and historic resources that are intrinsic to Cumberland Island National Seashore.

This action, to issue a Launch Operators License to the Camden County will create substantial adverse impacts to Cumberland Island National Seashore (CUIS). Additionally, the construction of a spaceport and subsequent launch of commercial vehicles over the national seashore results in constructive use in violation of the Department of Transportation Act of 1966 which creates special protections for national park units and lands listed as historic sites on the Federal Register. Section 4 (f) states that federally assisted transportation projects may not use land from historic sites, national park units, or other environmentally sensitive-areas unless

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there is no feasible alternative and the project uses all possible planning to minimize any potential harm to the environment or site.

—SF-06

The proposed alternative fails to provide appropriate protection to Cumberland Island National Seashore's natural, cultural and historic resources, the safety of the national seashore's visitors and National Park Service (NPS) staff.

Cumberland Island National Seashore

Cumberland Island National Seashore, the Intracoastal Waterway, the Colonial Birding Trail, the Georgia Bluewater Trail, and the Gullah Geechee National Heritage Area lie within the proposed Spaceport Camden launch and landing trajectory, the trajectory hazard area, and closure area. Launches, landings, and delays will force closure of these resources for public safety. Camden County has built a tourism economy primarily targeted toward ecotourism and vacation travelers. Cumberland Island National Seashore consistently brings in more than 60,000 visitors a year, who generate over \$2 million in visitor spending (\$2.6M in 2016). According to the 2017 St. Marys Convention and Visitors Bureau Authority report, tourism has generated 777 jobs and \$90.3 M in direct travel spending in Camden County. The Draft EIS fails to site an economic study or data indicating the impacts of closure to the natural and historic resources which contribute to the county's revenue.

] SO-24

CUIS is not a drive up national park. Visitors must make reservations, often six months in advance, for the ferry, camping spaces, and historic tours. A visitor to Cumberland must plan carefully to carry in and out all provisions they need for the length of their stay, including water and food. A small private inn accommodates guests with reservations.

CUIS is an important site for university and high school students from Georgia and across the nation who come to the island in organized groups for alternative spring break. Working with the National Park Service, students have opportunity to participate in service projects that give them experience in historic preservation, archeology, biological, and scientific research. Volunteers are also important at Cumberland Island. They serve as docents, clear trails, and assist visitors. In 2017 close to 400 volunteers served 5,500 hours at the national seashore.

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In its letter to the National Park Service, the FAA states, that based on its preliminary review, CUIS may meet the criteria for protection as a Section 4(f) property. Certainly, that is the case. The DEIS makes the preliminary determination that the operations under the proposed action would not result in a constructive use of the parks, recreation areas, or historic sites. NPCA disagrees and requests that FAA consider the impacts of construction of the spaceport and the resulting rocket launches, landing and test activities. These activities cannot be bifurcated and will result in constructive use of Cumberland Island National Seashore.

SF-06

CUIS Wilderness

The preferred alternative will result in adverse impacts to the wilderness characteristics of the island, in violation of the Wilderness Act. Cumberland Island National Seashore contains 9,886 acres of designated wilderness, with an additional 10,000 acres of potential wilderness when all existing reserved rights and non-conforming uses have expired. A total of 20,558 acres at CUIS have been approved by Congress for inclusion in the National Wilderness Preservation System. This is 80 percent of the total upland of the island. Potential Wilderness means that those 10,000 acres would become designated wilderness without any further Congressional action, once existing non-conforming uses have been terminated. The preferred Action Alternative would preclude the National Park Service's mandate to convert this potential wilderness by creating a non-conforming use with no expiration date on the horizon. Construction of a spaceport and subsequent rocket launch and landing activities over the north end of the island thwart Congressional intent.

WL-17

Senator Sam Nunn, in Congressional Record S 10846 stated, "The bill constitutes a further step to reduce the impact and influence of man and his activities on the natural landscape of the island, and much of the acreage which is designated in this bill as potential wilderness will change to pure wilderness with the passage of time and the disappearance of facilities which are contrary to wilderness."

To paraphrase the NPS General Management Plan for CUIS, the wilderness at Cumberland includes biologically unique aquatic systems, extensive breeding habitat for amphibians, alligators and shorebirds including heron, ibis, egret, wood stork and ducks, spectacular floral displays and fern colonies, and the largest maritime forest on the eastern coast. The physical isolation and daily visitor cap provides visitors with outstanding opportunities for outdoor

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recreation and solitude. The Wilderness Act (Public Law 88-577) mandates that wilderness 'is protected and managed so as to preserve its natural condition.'

Wilderness areas are designated by Congress 'for the use and enjoyment of the American people in such manner as will leave them unimpaired for future use and enjoyment as wilderness...'. "The designation of any area of any park, monument, or other unit of the national park system as a wilderness area pursuant to this act shall in no manner lower the standards evolved for the use and preservation of such park, monument or other unit of the national park system...wilderness areas shall be devoted to the public purposes of recreational, scenic, scientific, educational, conservation, and historical use."

Alterations to the natural soundscape, light scape or viewshed can diminish the wilderness visitor's perception of solitude and in some cases may impact the natural quality of the wilderness. Although Cumberland Island is not a dark skies park as designated by the International Dark Sky Association (IDA) there is no measurable nighttime radiance on the northern half of Cumberland Island and Little Cumberland Island. In Exhibit 3.13-3 2, sites in Cumberland's Wilderness, Brickhill Bluff and Cumberland Wharf have unobstructed views of the proposed spaceport. Section 3-line 69 states that the overall viewshed quality west of the wilderness from Brickhill Bluff to Cumberland Wharf is moderate to high. That will change with construction and operation of Camden Spaceport.

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WL-21
WL-22

Constructive Use

The DEIS makes a preliminary determination that the proposed action would not result in constructive use. Constructive use occurs when a transportation project does not incorporate land from a Section 4 (f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished. Section 6.5 line 19-21 states that because FAA has made the preliminary determination that the Proposed Action would not result in the use of a Section 4(f) property, no additional minimization or mitigation measures are required. NPCA disagrees.

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Restriction of Access

There are several factors in determining constructive use. Perhaps most notable and egregious is restriction of access. Constructive use occurs when a project results in a restriction of access which substantially diminishes the utility of a significant publicly owned park, recreation area or a historic site. On page 10 of the Draft EIS, line 24-28 the executive summary states that the closure area would include parts Cumberland Island National Seashore. In fact, the closure area extends over the greater part of Cumberland Island's wilderness including access to wilderness campgrounds, historic and cultural resources. The closure area would also include the Intracoastal Waterway, and the Georgia Bluewater Trail, the Satilla River and a portion of St. Andrew Sound. Visitors to Crooked River State Park, Gullah Geechee National Heritage Area and the Colonial Birding Trail could also be impacted.

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SA-08

The DEIS downplays closures to CUIS and public recreational facilities by inadequately addressing factors that scrub launches. Weather, unauthorized personnel in the area, technical and logistical complications can delay launches for days, even weeks. The DEIS fails to determine how delays will impact park visitors and how NPS will recover revenue generated by the ferry concession.

On page 11, line 11, the DEIS references 'stakeholders that are part of the process, and provisions for "authorized persons" would also be determined and implemented (e.g. residents, vacation home owners, and permit-holding campers, NPS personnel). Should those persons wish to depart the area on Cumberland Island or Little Cumberland Island for a launch, Spaceport Camden personnel may facilitate transportation for those individuals to and from their houses or camp sites on the day of the launch." There are problems with this logic. First park visitors are not authorized personnel, even if they do hold a camping permit. Where does Spaceport Camden plan to take these people? How will they be compensated for the loss of their experience in the Wilderness. If the launch is delayed, where will they spend the night and at who's expense?

Noise

Constructive Use also occurs when the projected noise level increase attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility of a property

SF-06

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protected by Section 4(f) such as sleeping in the sleeping area of a campground. The DEIS states that construction noise, associated with building a launch facility will not impact the visitors experience in the park's wilderness campgrounds. The DEIS goes on to state that because the noise is limited and temporary, it would not limit the use or diminish the quality such that the value of the 4 (f) properties would be impaired.

In Section 3-69 line 3-5 The DEIS notes that NPS estimates that median sound levels in the area are between 36-38 dBA based on long term measurements in the parks as well as urban and rural areas across the country. In measuring the sound impacts of rocket launches there will be a substantial impact on natural sounds in the wilderness. The DEIS includes a study by Blue Ridge Research and Consulting that indicates that the noise levels at The Settlement will be between 111 and 120 dBA and sonic booms associated with landing are not expected to affect hearing conservation or cause structural damage, assuming the structures are well maintained.

SF-06

Constructive use occurs where enjoyment of a historic site where a quiet setting is a generally recognized feature or attribute of the site's significance. The north end of Cumberland Island contains several historic sites listed on the National Register of Historic Places. The Settlement and First African Baptist Church are directly in the launch path. From the original national register application for High Point Half Moon Bluff, "The establishment of the First African Baptist Church and its continuance into modern times is a further expression of this continuity. 'As a religious institution, the church provided the post-bellum Negro of Cumberland Island with the solace he so much needed to relieve him of the burden of poverty and suffering. The church also was the focal point of the community serving not only the religious, but also the educational needs of the blacks who settled at Half Moon Bluff."

Impacts of Vibration on Historic Properties

The vibration impact from construction or operation of the project substantially impairs the use of a Section 4 (f) property. The reports note that the MCLV landings would not affect hearing conservation or cause structural damage, assuming the structures of these locations are well-maintained. In total, the park is responsible for 82 individual historic structures and 47 known archeological sites. There are 5 historic districts and 2 archaeological districts listed on the National Register of Historic Places at CUIS. High Point-Half Moon Bluff is located on the

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O0015

northern portion of the island and overlaps with Cumberland Island's wilderness. Plum Orchard Historic District is adjacent to Cumberland Island Wilderness at the islands mid-point on the western shoreline. Structures in Cumberland's historic districts are fragile at best and should not be considered well maintained. Cumberland Island National Seashore has over \$7,237,260 in Deferred Maintenance needs which includes maintenance for historic properties.

SF-06

Visual Impairment

Constructive use occurs when the proposed project substantially impairs esthetic feature or attributes of a property protected by Section 4(f) where such features or attributes are considered important contributing elements to the value of the property. Substantial impairment refers to obstruction or impairment of view, or substantially detracting from the setting of the 4(f) property which derives its value in substantial part due to its setting. Plum Orchard, Brickhill Bluff Campground, parts of the Main Road, the Cumberland Wharf Ruins and the western marshlands will be visually and audibly impacted by Spaceport Camden.

SF-06

Motorized Use in the Wilderness

Motorized use in at the National Seashore is established through existing rights of access through the creation of retained rights agreements. Congress stated with clarity that additional motorized traffic should be avoided. Executive Summary Page 11 line 42 refers to 'Beach sweeps along the Atlantic coast beaches of Cumberland Island and Little Cumberland Island (limited to areas within the closure area) using ground vehicles suitable for beach travel (e.g. all-terrain or sport utility vehicles) and approved for use on Cumberland Island and Little Cumberland Island. What authority does Camden County, or a Site Operator have to grant the authority to allow these vehicles on Cumberland's beach? Beach Driving is restricted at Cumberland Island from May 1-Oct 31 from sun down to sun up. Unmanned Aerial Surveillance is referenced in Line 37. Drones are not allowed in national parks.

PA-56

FAA Approved Hazard Area, Health and Safety

According to Appendix B of the DEIS, FAA assesses the health and safety impacts of launch site and launch through a separate review process. FAA conducts a safety review (14 Code of Federal Regulations [CFR] Part 420) independent of this EIS to determine whether proposed

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operations can be conducted safely. Additionally, should the launch site be licensed, for each launch from the launch site, FAA would conduct a safety review (14 CFR Part 415). Because the licensee is responsible for public safety, it is important that the applicant demonstrate an understanding of the hazards involved, discuss how all operations would be performed safely, and assess the risks to public health and safety. Among the requirements in the event of a launch accident, the launch operator would be required by FAA regulations (14 CFR §417.415 part (c)) to establish procedural controls for hazards associated with a launch failure that results in a water or land impact beyond the boundary of the launch site. These procedural controls must address: evacuation of members of the public, extinguishing fires, securing impact areas, and ensuring public safety from hazardous debris.

LC-12

According to the DEIS, public health and safety impacts more typically result from accidents as the public is not located onsite and, therefore, not exposed to operational hazards associated with normal operations.

The Commercial Space Launch Act of 1984, as amended and re-codified at 51 United States Code (U.S.C.) §50901–50923 directs FAA to carry out its responsibility to oversee and regulate commercial launches in a manner consistent with the public health and safety, safety of property, and the national security and foreign policy interests of the United States.

Fires are not allowed in back country wilderness campgrounds on CUIS, for a reason. Cumberland Island does not have fire department and controlled burns require staffing from national parks, wildlife refuges and forests across the region. While NPS has conducted controlled burns in the wilderness, for many years the suppression of wildland fires significantly interfered with the natural fire regime that would be a part of the island and wilderness ecological processes. Fire suppression activities have inhibited and/or altered the evolution of natural habitats and allowed the accumulation of heavy vegetative fuel loads, which could result in extreme fire conditions and stand-replacing fires.

Cumberland Island and Little Cumberland Island are part of the hazard zone for proposed launches and landings at Spaceport Camden. Propellant to launch rockets is highly flammable. There is a high probability a launch at Spaceport Camden will result in rocket debris, surviving components, and fuel landing within the hazard area, on land-specifically Cumberland Island. How will the FAA insure that such incidents do not cause impairment of protected resources within the national seashore, in violation of federal law? What is the plan to control fire and

SA-02

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clean up fuel contamination? Who bears that cost? What about loss of life? The State of Georgia passed legislation sponsored by Rep. Jason Spencer to limit its liability to passengers who want to take a commercial rocket into space. Closer to earth who bears the responsibility if wildfire resulting from debris or fuel traps park staff, visitors or homeowners?

— SA-02

According to the CUIS Fire Management Plan (FMP), 'The Georgia Forestry Commission (GFC) and Camden County Fire and Rescue share fire protection responsibilities on Little Cumberland and CUIS serves as a cooperating agency as needed in the event of fire. The private tracts on both islands contain residences and other structures and are within the wildland-urban interface.... The north end of the island has seen numerous large fires throughout history. This is likely due to the vegetation type in conjunction with soil types. Fire occurrence is also tied to drought and rainfall amounts for the coastal island. Storms in the summer produce lightning which can ignite fires in dry vegetation. Some vegetation is more susceptible to sustaining fire than others. For instance, pine stands with grass and needle understory are more likely to carry fire than a live oak hammock with leaf litter. Fire on Cumberland Island has proven difficult to suppress, especially on the north end of the island. Access to large parts of the park is limited for equipment and personnel. Vegetation is very thick and fuel loadings in most fuel types are very high. These plus the lack of good safety zones and available suppression resources, increase the difficulty of suppressing fires on the island.

The FMP states, "While smoke on roads within the seashore boundary is a concern, smoke impacts to the Intracoastal Waterway are a major concern. Fire managers will work with the U.S. Coast Guard station in Brunswick, Georgia to inform them of potential impacts to the waterway. Consideration of impacts on the waterway will be identified in fire management actions."

The FMP also states, "Response times vary for each incident at CUIS. The Park has limited personnel that are fire fighter qualified and a variety of logistical issues can delay response. Typical first response will be by the FMO, red-carded park employees, or park law enforcement employees. The GFC or Camden County Fire and Rescue may respond to or assist seashore firefighters in the suppression of wildland fires at CUIS. Fire response time at the seashore can vary greatly, primarily due to the location of the Park and lack of road access from the mainland. If additional resources from the mainland are needed it can take in excess of two hours to get individuals and equipment to the island. The Park has one landing craft that is

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suitable to move limited equipment from the mainland to the island but, is restricted to offloading on the island at mid to high tide. Boat transportation for personnel and equipment will almost always be necessary for any incident. If seashore firefighters are not immediately available, the GFC, Camden County Fire and Rescue, U.S.F.S., or U.S.F.W.S. can respond under authority of MOU's and AOP's but response time is between two and four hours according to their location, tide tables, and availability of boat operators. Okefenokee National Wildlife Refuge has a Type-3 helicopter stationed at the refuge during fire season. Typical response time for the helicopter when available is 45 minutes." Given these slow response times, how can FAA insure that residences and protected resources on CUIS are not damaged and impaired in violation of federal law?

SA-02

CUIS Resource Management Plan (RMP) states that the National Park Service and the Georgia Forestry Commission agreed to divide the responsibility for fire control on Cumberland Island. The Georgia Forestry Commission was given the responsibility of protecting privately owned lands on both islands, whereas protection of United States Government lands on Cumberland Island was placed under the jurisdiction of the National Park Service on Cumberland Island. CUIS collaborates on fire management activities with its interagency partners, state and local cooperators, and members of the public. Interagency partners include Okefenokee National Wildlife Refuge, Timucuan Ecological & Historic Preserve (TIMU), and Osceola National Forest. Collaboration also occurs with Camden County Fire and Rescue, Saint Mary's Fire Department, and Georgia Forestry Commission (GFC). Outreach and coordination with the public including reserved estate holders, private landowners, island residents, and other interested public figures occurs through public meetings, mailings, and informal contact. CUIS is a partner in the Tri-Agency Agreement which includes the National Park Service (CUIIS and TIMU), the U.S. Fish and Wildlife Service (Okefenokee NWR), and the U.S. Forest Service (Osceola 35 NF). The Tri-Agency Agreement provides mutual assistance to each agency for all fire management needs. CUIS is also a member of the Southeast Georgia - Northeast Florida Fire Planning Unit (FPU) under the interagency fire program analysis (FPA). Other members of the FPU include Okefenokee NWR, Banks Lakes NWR, TIMU, Fort Frederica National Monument (FOFR), Fort Caroline National Monument (FOCA), and Osceola National Forest. Will these entities be reimbursed by the Launch Site Operator if launch operations cause a fire to break out on Cumberland Island?

PA-28

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Cumberland Island National Seashore as part of the larger landscape

Cumberland Island has the largest and most diverse system of wetlands on any of Georgia's barrier islands (Hillestad and others, 1975). In addition to more than 16,500 acres of salt marshes, mud flats, and tidal creeks, there are more than 2,500 acres of freshwater wetlands that range from permanent and semi-permanent ponds to seasonal wetland areas including emergent, scrub/shrub, and forested palustrine areas. Cumberland Island National Seashore marsh at the western boundary of the park serves as essential habitat for fish to spawn, feed and grow to maturity. It is also essential habitat for egrets, clapper rails, oystercatchers, wood storks and bald eagles. This marsh is not a buffer zone for a spaceport. It is an essential part of the Georgia marsh system which accounts for about 1/3 of the marsh on the Eastern Seaboard. Nearly 95 percent of the fish and shell fish that live off the Georgia Coast reside in the marshes and tidal creeks at some time in their lives. Shrimp, red drum, and snapper are all commercial species harvested off the coast of Georgia. Manatees and dolphins frequent the tidal creeks as well. Georgia's Coastal Marshland Protection Act was enacted to help protect this remarkable diversity. It should also be noted that Cumberland Island is a United Nations International Biosphere Reserve and a designated Important Bird Area by The Audubon Society which specifically references the importance of the wilderness area on Cumberland Island in protecting threatened and endangered species, including six species of migratory and shore birds and four species of sea turtles. It is clearly a place of global significance.

The DEIS makes light of the impact of the proposed spaceport on wildlife. It should be noted that migratory birds travel thousands of miles and CUIS is an important stop over. Birds will exhibit a startle response to rocket launches, tests and landings. Startle responses likely disturb foraging and feeding behavior, crucial for these birds. Birdlife International reports that 40% of the world's 11,000 bird species are in decline.

Audubon notes that "Cumberland Island is a major stopping point on the transatlantic migratory flyway, with over 335 species of birds recorded. Threatened and endangered species include Least Tern, Wilson's Plover, and American Oystercatcher. The southernmost point of the island, known as Pelican Banks, is a favorite place for Black Skimmers, oystercatchers, pelicans, and numerous ducks and shore birds. The fresh water ponds provide excellent rookeries for Wood storks, white ibis, herons and egrets. In the forest canopy, warblers, buntings, wrens and woodpeckers abound. On the shores, osprey, peregrine falcons, and the occasional Bald Eagle and Golden Eagle can be seen. Cumberland is a breeding site for

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endangered/threatened/high priority species such as Wood Stork, GAEA, Least Tern, Painted Bunting."

The DEIS is deficient in meeting NEPA requirements in several ways. It fails to take a realistic look at the impacts of vibration from rocket launches, landings and testing on the marsh structure, water quality and sensitive species. It also fails to look at the impact of disturbance of the launch site in relationship to existing and future contaminants.

]

GC-13

It provides no impacts related to potentially dredging Floyds Creek, and the impact on fish and wildlife from that dredging. It is insufficient in the discussion of the current condition and potential need for construction of a dock on that creek and fails to analyze environmental impacts if a new dock must be built. The county must fully describe the environmental impacts to Floyd Creek to comply with NEPA.

]

PA-22

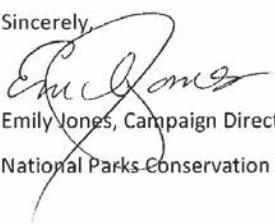
The CEQ regulations for implementing NEPA require assessment of cumulative effects in the decision-making process for Federal projects. Cumulative effects are defined as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions" (40 CFR 1508.7). NEPA also requires an agency "to exercise a degree of skepticism in dealing with self-serving statements from a prime beneficiary of the project and to look at the general goal of the project rather than only those alternatives by which a particular applicant can reach its own specific goals.....Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant.

NPCA respectfully request that FAA take a very hard look at this project, and choose the no action alternative, given the lack of information, failure to address mitigation, and significance of federal and state protections of the natural, cultural and historic resources this spaceport and launch activities will impact. NPCA members from across the United States have submitted more 10,000 comments requesting that FAA not move forward with the preferred alternative in preparing the Environmental Impact Statement for a Launch Site Operator License for Camden County, Georgia. These national park advocates ask that FAA choose the no action alternative as outlined in this Draft EIS and discontinue this process. Camden County shows no real evidence that this project will fulfill their needs, nor does FAA.

O0015

NPCA is fully invested and is participating in the comments submitted by Southern Environmental Law Center (SELC) on this DEIS. We find the NEPA investigation and analysis woefully inadequate.

Sincerely,



Emily Jones, Campaign Director

National Parks Conservation Association

Final Environmental Impact Statement

Spaceport Camden

O0016

From: Clay L. Montague <clmontagueESC@co.camden.ga.us>
Sent: Thursday, June 14, 2018 2:10 PM
To: FAACamdenSpaceportEIS
Cc: Steve Howard; John S. Myers; aburns@crc.ga.gov; 'Stacey.Zee (Stacey.Zee@faa.gov)';
Ashby Worley ; Ben Carswell; Charles McMillan; David Ball; Megan Desrosiers; Clay
Montague; Mark Risse; Philip Fortune; Russell Regnery; Laura Early; Rick Frey
Subject: EXTERNAL: Comments on the DEIS for Spaceport Camden from the Environmental
Issues Subcommittee
Attachments: DEIS Comments from the Spaceport Camden Envir. Subcom. (Rev 3.2).docx

Dear Ms. Zee,

I hereby transmit the attached comments on the Draft Environmental Impact Statement (DEIS) for Spaceport Camden from the Environmental Issues Subcommittee of the Spaceport Camden Steering Committee. Please acknowledge receipt.

While Camden County has facilitated and participated in the discussions of the Environmental Issues Subcommittee, the Subcommittee's opinions and statements, including those in the attached document, do not represent the positions of Camden County or its officials.

I believe you will find the attached comments to be germane, concise, and well referenced to the DEIS document. The subcommittee provides these comments with the expectation that addressing them will improve the Final EIS, lead to a better decision by the decisionmaker, and strengthen the mitigation of environmental impacts.

Yours sincerely,

Clay Montague

Clay L. Montague, PhD
Chair, Environmental Issues Subcommittee of the Spaceport Camden Steering Committee
A subcommittee appointed by the Camden County Board of Commissioners, Georgia

Georgia has a very broad Public Records Law. Virtually all written communications to or from State and Local Officials and employees are public records available to the public and media upon request. Camden County policy does not differentiate between personal and business emails. E-mail sent on the County system will be considered public and will only be withheld from disclosure if deemed confidential pursuant to State Law. If you have received this email in error please notify the Camden County, Georgia IT Division at 912-576.5640.

O0016

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR
SPACEPORT CAMDEN
BY THE

**ENVIRONMENTAL ISSUES SUBCOMMITTEE OF THE
SPACEPORT CAMDEN STEERING COMMITTEE**

A Subcommittee appointed by the Camden County Board of Commissioners
[Rev 3.2 (final), 14 June 2018]

Compiled for the Subcommittee Members and Transmitted to the FAA
by
Clay L. Montague, Subcommittee Chair

While Camden County has facilitated and participated in the discussions of the Environmental Issues Subcommittee, the Subcommittee's opinions and statements, including those in this list of major comments, do not represent the positions of Camden County or its officials.

Members of the Environmental Issues Subcommittee:

David Ball, Stakeholder, Cumberland Island
Ben Carswell, Conservation Professional
Megan Desrosiers, One Hundred Miles
Laura Early, Satilla Riverkeeper
Phil Fortune, Lawyer, St Simons Island
Rick Frey, St Marys Riverkeeper
Charles McMillan, The Georgia Conservancy
Russell Regnery, Stakeholder, Little Cumberland Island
Mark Rissee, Georgia Sea Grant & UGA Marine Extension
Ashby Worley, The Nature Conservancy

Goal of the Subcommittee's public comments on the DEIS.

Herein we present a coordinated effort by stakeholders in the community that will be impacted by the proposed Spaceport Camden. Our purpose is to identify errors and omissions in the Draft Environmental Impact Statement (DEIS), in particular those that could change the overall decision or a mitigation plan. We are directly communicating with those who must make the decision, as well as those who prepare the final Environmental Impact Statement (EIS). Our goals are to provide a better basis for an appropriate licensing decision and if the license is granted, to guide improved mitigation of the environmental impact of Spaceport Camden.

COMMENTS ON GENERAL ORGANIZATION AND CONTENT

Principles of findings of significant impact: The Final EIS should include a discussion of the principles used in determining the significance of an impact in the Introduction (Chapter 1). It is unclear how the decisionmaker assesses impact significance in the consideration of adverse impacts, and whether the EIS preparers share the same principles. Adding to this difficulty are the many statements of insignificant impact that occur abruptly and without explanation, but after a number of adverse impacts

-NP-49

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have been identified and discussed. An example among many is in Biological Resources, Page 4-9, line 44, which simply states after a number of adverse impacts to migratory birds are mentioned: "Construction activities would not have any significant impacts on migratory birds."

A distinction is needed between significance that drives the need for special mitigation above and beyond the requirements of existing laws, regulations, and permits, and significance that is already sufficiently mitigated by existing laws, regulations, and permitting requirements. Differentiation is also needed between non-mitigatable significant impact and mitigatable significant impact. Finally, in each section where it is stated that no significant impact was found, a justification should be provided that draws upon the stated principles in this requested section to add to Chapter 1.

Although no significant impacts are reported, mitigation sections include recommendations. It is unclear whether these are necessary in order to reduce impact below significance thresholds, or are simply presented as good practices to follow. Furthermore, in some discussions of environmental consequences, (Chapter 4), a variety of environmental management plans, permits, and recommendations are given that would seem to mitigate impact, but they are not included in the corresponding mitigation sections (Chapter 6). This transfer of good practices to mitigation seems needed especially in the biological resources sections, but we point this out in other sections in our comments below.

Risk analysis: The Final EIS should include a subsection describing the risk of mishaps (chances and consequences), including launch and landing failures, in each section of Chapter 4 (Environmental Consequences) and Chapter 6 (Mitigation). Drivers of impact include explosion shock waves, fires, flying debris, emergency response, post-accident cleanup, impacts of parts recovery, and subsequent resource restoration. Risk analysts usually define risk as the product of the chances of an event and the consequences of the event. The chance of launch failures and other mishaps may be small, but the consequences are potentially so great as to require planning and consideration in the Final EIS. Environmental consequences of mishaps will *not* be covered in the FAA Safety Review, so this will not be a duplication of effort.

Many of the concerns that we and others in our community have about the proposed Spaceport Camden involve mishaps, rather than just the impacts from construction and normal operations. We note that the EIS identifies launch failure probabilities of 2.5 to 6% (Page 2-34, Lines 20-21). We recognize that several categories of failure are included in failure statistics, some of which would not have impacts on the environment (e.g., failure to reach the correct orbital position). We are concerned about the fraction that will (e.g., explosions and crashes). Please estimate this fraction.

Page 4-3, lines 12-14 indicate that insufficient data are available to estimate impacts quantitatively, but chance of occurrence of launch pad explosions, and in-flight explosions over the overflight exclusion zone can be estimated. Quantitative estimates should be used instead of "unlikely."

We note that the Environmental Consequences section for Biological Resources includes a subsection entitled, "Launch Failure and Emergency Procedures" (beginning on Page 4-20, line 14). We think the decisionmaker should have the benefit of launch and landing failure impacts in all sections within the chapter on Environmental Consequences (Chapter 4).

Landing Risk: We believe an expanded standalone section is warranted in the EIS to inform the decisionmaker of certain unique aspects of landing failures that could occur with the proposed action*. It appears to us that landings would pose additional risk for people, habitat, historical structures, and ecosystems on Cumberland Island National Seashore as well as within a corridor from there back to the landing zone and perhaps a mile or two around the landing zone. Discuss the liability created by this additional risk.

First, a quantitative estimate of the failure rate of landings seems warranted. Only four sentences are devoted to landing failures (Page 2-34, lines 25-27, and lines 32-35). An estimate of the uncertainty

—NP-49

MT-03
MT-13

SA-03
NP-38
MT-06

SA-03

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NP-38

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in this failure rate should be included. It is likely to be high given the very low number of instances of first-stage landings. We believe along with risk analysts that uncertainty enhances rather than diminishes risk and risk perception.

—NP-38

Second, the DEIS states that the return would be along the same path as the vehicle ascent, “and would not require an expansion of the security and safety zones” (Page 2-34, lines 2-4). This statement seems not to be precisely true given the positions of the launch pad and the landing zone about 2 miles to the south. As a returning first stage approaches the landing zone, the safety and security zone for landing would likely shift somewhat to the south, perhaps starting at a point within Cumberland Island National Seashore, and including segments of both the Intracoastal Waterway and Alternate Intracoastal Waterway. A separate graphic exhibit should show the flight corridor and overflight exclusion zones for landings as they begin to deviate from those of the accompanying launch.

—NP-44

Third, the nature of landing failures at the Landing Zone of Spaceport Camden seem to have very different potential for environmental impact compared to launch crashes and explosions. In particular the intended target is on land rather than in orbit. While a launch vehicle quickly reaches beyond land to a somewhat safer area over the ocean (at least to people and land resources), a landing involves a first stage returning at high speed toward a zone with specific hazards and people on land. In the case of the proposed action, very nearby hazards include visitors and residents; users of Section 4(f) property; a highly toxic landfill managed under RCRA permit that is at the edge of the Satilla River estuary; terrestrial, wetland, and estuarine habitats with species of special concern; historical, archeological, architectural and cultural resources; and a landscape prone to fire.

—NP-38

Finally, no mention is made of whether a “destruct signal” can be sent to a first stage that is attempting to land. If so, the nature of the considerations for the abort decision should be presented so that all involved can be better assured that intentional destruction is a good option that can be done safely with lower liability rather than increasing risk to the uninvolved public and “authorized persons.”

* The proposed action includes possible recovery of the first stage of the launch vehicle by vertical landing at Spaceport Camden (Page 2-1, lines 8-10). Up to 12 such landings would occur per year (Page 2-6, lines 1-2), and all would require the flight of the first stage westward along a flight path similar flight path used for the eastward launch (Page 2-6, lines 3-4 and lines) and within the same range of trajectories (lines 8-9).

Tideland use and ownership in Georgia: Tidal marshlands are likely owned by the State of Georgia, not Union Carbide or Bayer Crop Science, and their use for Spaceport Camden must be negotiated. Except for rare cases in which a clear title through a Crown Grant (King’s Grant) can be established, the State of Georgia claims ownership of tidal marshland under its Coastal Marshlands Protection Act of 1970 (mentioned on Page 3-106, lines 14-17). In the DEIS, Union Carbide Corporation and Bayer Crop Science are said to own 10,600 acres of tidal marshland, and the text indicates that these can be used as safety, security, and environmental buffers (Page 5, lines 2-3 and 15; Page 2-2, Lines 11 and 31, also Footnote 5, and stated within the inset box, last line of third paragraph; Page 2-40 line 37; Page 3-95, line7; Page 5-10 lines 37-39; Page 7-1, lines 32-34). However, any proposed use of tidal marshes for spaceport operations, seems likely to be subject to negotiation with the State of Georgia.

PA-08

Description of setting: Correct and unify in all sections the apparently varied understanding of the general physical environment and setting of the proposed spaceport. The description of the coastal and estuarine environment of the ROI is inconsistent from section to section, often with inaccuracies that may affect interpretations of impact, and diminish confidence in the document. In the Introduction (Chapter 1), establish accurate descriptions of the following parts of the ROI in southeastern Georgia and

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use these consistently from section to section: continental shelf, barrier islands, coastal plain, physical processes of estuarine, tidal, and riverine flow, circulation, turbidity, geographical boundaries, biology, ecology, and land use. In particular, the Final EIS should recognize that the estuary adjacent to the proposed spaceport and under its flight corridors is a major dynamic, interconnected system that contains wildlife from microbes to plants, fish, and shellfish, all of which are necessary to support commercial, recreational, and sustenance fishers. Damage done in one area can quickly spread by tidal and estuarine circulation to an area that would be very difficult to control and remediate.

-NP-65

Complex estuarine and tidal circulation will spread toxic spills, seeps, and runoff in many directions, a phenomenon that threatens commercial fishing, commercial shellfish leases, sustenance fishing, public shellfishing grounds, and recreational fishing, boating, swimming, tourism, and damage to both public and private property in the vicinity of the proposed spaceport. When toxic chemicals enter the Satilla River estuary, tidal action spreads them in all directions, including upstream. The vertical range of tides in the Satilla River estuary exceeds six feet at a frequency of roughly twice per day. Water moves horizontally with the tides upstream for 10 miles or more, and works its way into many tidal tributaries and marshlands along the way. For example, an overhead explosion close to the launch point would likely spill unburned rocket, satellite, and special fuels (see Footnote 14 on Page 2-10) into the waters and tidelands below the explosion. Tidal circulation would move these contaminants in multiple directions outside the region of initial exposure.

The decisionmaker should keep in mind that the Satilla River estuary has a substantial tidal range that can rapidly send pollutants in upstream and downstream directions, laterally, and into vast areas of tidal marshland. Mitigation plans must be commensurate with wide ranging contamination when estuarine circulation is involved. To protect the adjacent estuary, we recommend a very wide, up to ¼ mile upland zone of no activity to separate any spaceport operations from the tidal marshland and tidal creeks and rivers of the Satilla River estuary. This would preserve the qualities of the Satilla River that are listed on the Nationwide Rivers Inventory, and retain its potential for future Wild & Scenic River designation. Given the spreading potential created by the high tidal range, we recommend in general a doubling of the measures designed to prevent hazardous spills, seepage, or runoff from the spaceport property, and doubling cleanup preparedness when considering mishaps in the flight corridor over the estuary and tidal marshlands.

**WR-13
WR-19
MT-06**

New safety terminology: Define and unify in all sections new technical terms involving launch and landing safety with meanings that are not standard in FAA regulations. Especially: “authorized persons,” “hazard area,” and “closure area” and their relation to FAA regulatory terms found in Title 14 C.F.R. Part 420, such as “person who is not associated with the activity,” “flight corridor,” and “overflight exclusion zone.” Although this is the subject of the Safety Review, the concept is repeatedly mentioned in this EIS in connection with certain impact determinations. Therefore, it is appropriate to justify and define these concepts and should they be found to be in conflict with what is allowable, the sections of the EIS that depend on these concepts should be re-evaluated.

**SA-08
-SA-09
SA-16**

Certain campers on Cumberland Island National Seashore and private property owners on Cumberland Island and Little Cumberland Islands are identified in the DEIS as “authorized persons” who “could remain if they wished” (Page 4-59, lines 20-22; Page 4-95, lines 2-6). Non-authorized persons would be evacuated from the hazard area (Page 4-69, lines 35-37). It seems clear in the DEIS that the aforementioned “authorized persons” would not be required to evacuate the hazard area (see Access Restrictions on Page 4-62, lines 29-32). Because these “authorized persons” are not authorized personnel for launch operations, but rather are part of the unininvolved public, we believe this unusual designation conflicts with the FAA’s rule about persons remaining in the overflight exclusion zones (OEZ). By definition of OEZ, it would appear that one person could cause any launch to be scrubbed by remaining in

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the OEZ. According to Part 420 of Title 14 of the Code of Federal Regulations, “An OEZ defines the area where the public risk criteria of 30×10^{-6} would be exceeded if one person were present in the open” (page 62826c of the 19 Oct 2000 Federal Register Vol. 65, No. 203). Also note that, “The FAA requires that an applicant demonstrate either that the overflight exclusion zone is unpopulated, that there are times when no one is present, or that the public can be excluded from this area during launch. Although a determination of this nature encompasses issues that will be addressed in a launch license, a launch site cannot support safe launches unless overflight of the highest risk area in close proximity to a launch point takes place without the public present” (page 62843a,b of the 19 Oct 2000 Federal Register Vol. 65, No. 203).

Therefore, we believe that the FAA must clarify whether the referenced campers and private property owners (and their guests) will in fact be required to leave the overflight exclusion zone (OEZ) regardless of the reason for their presence therein.

Describe common impact drivers uniformly: Unify in all sections the description and quantity of given drivers of impact that affect more than one of the 14 types of resources considered. For example, the amount and type of traffic expected on Harriets Bluff Road could reasonably impact biological resources, air quality, noise, land use, visual effects, and cumulative impacts of future infrastructure development. A shockwave and vibration study done to evaluate impact on architectural resources should use the same shockwave and vibration intensities as those used to assess damage potential to the RCRA-permitted toxic landfill adjacent to the proposed spaceport (and both studies should include shock and vibration from explosions caused by launch and landing mishaps). Day-night average sound level (DNL) should not be used when maximum sound level is appropriate (such as when evaluating disturbance by pile-driving to wilderness experience and to wildlife).

SA-08
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SA-16

NP-66
NC-20
NC-21
HW-05
CR-13
BR-50
BR-67

SITE PLAN, INFRASTRUCTURE, MANAGEMENT PLANNING

Launch site boundary: Determine a location of the launch point at Spaceport Camden that can satisfy the requirement that it be a certain distance from the nearest launch site boundary (e.g., 10,600 ft). Section 2.1.2.8 Launch Failures mentions this distance requirement which does not seem to be satisfied with the boundaries given. Although this is a launch safety issue, launch failures and launch point location have large consequences to essential fish habitat, wildlife, water resources, and public use of tidal marshland and waterways that are within the 10,600 ft. radius of the indicated launch point, seemingly far beyond the proposed launch site boundary. It seems to us that the decisionmaker must somehow resolve the apparent failure to meet the required minimum distance by changing one or more of the following: the launch point, the launch site boundary, the maximum allowable size of launch vehicle, or the FAA regulation (Title 14 C.F.R. Part 420.21). For medium-large orbital expendable vehicles identified for use at Spaceport Camden (Page 2-1, line 42), the required minimum distance seems impossible to obtain, given the launch point and launch site boundary indicated in the DEIS (numerous exhibits, e.g., Exhibits ES-3 through ES-6; 2.1-2 through 2.1-4; and others). Table 2 of Part 420.21 requires a minimum distance from the launch point to launch site boundary of 10,600 ft for medium-large orbital expendable launch vehicles. As indicated in the same table, a small launch vehicle requires 7,300 ft, which would apparently necessitate extending the launch site boundary into tidal marshland thought to be owned by the State of Georgia (See Item 2 above).

A 10,600 ft radius around the launch point includes a section approximately two nautical miles long within a deep-draft navigable channel in the Satilla River estuary, a four nautical mile section of the

LC-11
— PA-30

O0016

Alternate Atlantic Intracoastal Waterway, roughly 4,500 acres of tidal marshland south of the Satilla River, plus a small amount (roughly 50 acres) of tidal marshland north of the main stem. Even if the launch site boundary is legally recognized by the State of Georgia to extend to the maximum of the supposed property boundaries of Union Carbide and Bayer CropScience, so that it includes all state-owned tidal marshland up to the southern edge of the main stem of the Satilla River estuary, the waters of the main stem and the marshland to the north would seem to remain in public ownership. In that case, the launch site boundary would have to contain publicly owned lands and a portion of a major deep-draft navigable waterway. This situation would require consultations and negotiations with the Coastal Resources Division of the Georgia DNR as well as the US Army Corps of Engineers. We urge the decisionmaker to seek conclusions of such consultations prior to making a decision, or to determining mitigation requirements.

LC-11
PA-30

Barge Channel: **Describe the impacts of any estuarine channel modifications needed to operate a barge of size and draft suitable to return first stages landed at sea to Spaceport Camden.** The Final EIS should analyze navigation difficulties with respect to required turning radii and depths, evaluate the potential need for channel dredging or straightening, and provide a significance determination of subsequent impacts to flow circulation and habitat.

PA-22

Facility Closure Plan: **Upon eventual closure of Spaceport Camden, decommissioning of the site should be coordinated with fish and wildlife agencies and funded by a spaceport authority or land trust.** The DEIS does not reference a facility closure and site restoration plan. In the event that the Spaceport closes, the site should be restored for wildlife habitat and donated to an appropriate conservation organization or land trust. The SpaceX Texas EIS, for example, includes coordinating the decommissioning of the site with the USFWS as a special conservation measure for biological resources.

NP-67

Septic Systems: **The Final EIS should fully address site suitability for septic systems, including potential impacts to systems from sea level rise, use advanced systems, frequently inspected.** The DEIS references septic systems as the method for sewage treatment and disposal at the construction ROI (page 4-66, lines 33-41), but the location of these systems and their drain fields are not included on any site visualizations. Coastal Georgia soils are typically poor for the operation of conventional septic systems, and the large systems referenced in the DEIS (60,000 gpd) would require very large drain fields. In addition to poor soils, sea level rise will also impact septic systems on the coast as rising water tables impact drain fields and treatment. Partially treated sewage from such large septic systems has the potential to impact biological resources. The Final EIS should clearly state that, if site conditions are less than desirable for conventional septic systems, advanced/alternative systems will be utilized. Regardless of the type of system used, the Final EIS should clearly state that a septic system maintenance and repair plan will be developed and implemented, and that Camden County Health Department personnel will be granted right of entry to inspect the septic systems to ensure all components of the plan are being implemented.

PA-57

Environmental Management: **Identify the institutional controls and environmental management systems required to develop and implement the 20+ environmental management plans.** A standard of practice should be required, such as ISO 14001:2015One or more Environmental Management Systems (EMS) and Institutional Control, Implementation, and Assurance Plans (ICIAP) are needed to manage the collection of environmental management requirements. Refer to EPA for documentation on creating and implementing an EMS (<https://www.epa.gov/ems>). Plans mentioned in the DEIS include: Hazardous Materials Emergency Response Plan; Wildland Fire and Burn Plan; Fire Management Plan; Munitions

NP-68

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and Explosives of Concern Corrective Action Plan; Spill Prevention, Control, and Countermeasure Plan; Lighting Management Plan; Light Management Plan; Artificial Lighting Management Plan; Essential Fish Habitat and Fishery Management Plan; Protected Species and Habitat Management Plan; Storm Water Pollution Prevention Plan; Sediment and Erosion Control Plan; Site Revegetation and Landscaping Plan; Emergency Response Plans; Catastrophic Launch Failure Response Plan; Chemical-specific spill response plans; Material-specific management plans; Corrective Action Plans; Safety Review Process; Operations Safety Plan. Additional plans recommended by the subcommittee include: Safety and Security Plans with measures to avoid impacts to biological resources including protected species; Hurricane Planning and Response Plan; Sea Level Rise Adaptation Plan; Facility Closure and Site Restoration Plan; Long-term Wildlife Monitoring Plan.

NP-69

Stakeholder Comment on Plans and Reports: **Public, private, nonprofit, government, and industry stakeholders should review and comment on drafts of environmental management planning documents.**

The final EIS should clearly state that stakeholders will provided opportunity to review and comment on drafts of these documents. Stakeholders include especially those that own or manage upland or estuarine resources within overflight exclusion zones. The DEIS references many plans and reports that will be developed in order to minimize and mitigate impacts. More than 20 are listed in the previous paragraph (along with a few suggested additional plans).

NP-70

Deluge Water Recovery System: **Describe the amount, quality, and ultimate fate of the deluge water that is captured in a retention tank (e.g., analyzed for contaminants, treated, recycled to the water tower, disposed by infiltration, discharged to surface water via an NPDES permit, or something else).** The deluge water system is used in launches and static fire engine tests. Page 2-33, lines 12-16 describes a system in which 100,000 to 250,000 gallons of water is rapidly discharged from the water tower, with much evaporating and some captured in a water retention tank. The Final EIS should include estimates of the portion evaporated and portion retained, and describe the quality, treatment, and ultimate disposition of the water captured in the retention tank.

PA-54
WR-12

Obtaining Information about the Bayer CropScience Property: **The Final EIS should better describe the data needs and acquisition plan for a supplemental environmental impact statement should Bayer CropScience property be leased or acquired for use by Spaceport Camden.** The possible use of Bayer CropScience property triggers the need to plan contingencies to discover toxins, resources, and artifacts, and to develop environmental controls. Yet access to the Bayer CropScience property apparently has been so restrictive that it has not been evaluated with the rigor done on the Union Carbide tract. Yet toxic wastes from pesticide manufacture, Munitions and Explosives of Concern (MEC), biological resources of special management status, and archeological, historical, architectural, or cultural resources are likely to be present on the Bayer CropScience property. At least a portion of Bayer CropScience property seems necessary in order to build and use heavy roadways for the return of first stages barged to the dock. Other indicated uses include the siting and construction of an alternate control center and visitor center. The Final EIS should guide the collection and analysis of the necessary information depending on the portions ultimately leased or acquired for use with Spaceport operations.

PA-13

1. AIR QUALITY

Major Source of Air Pollution: **Page 4-2, Table 4.1-1: Estimated first year PM₁₀ emissions are a “major source” that apparently would trigger the need for a Title V permit, under the Clean Air**

-AQ-08

O0016

Act, Title 42 U.S.C. Chapter 85, Subchapter V. Page 1-6, line 35 states that Spaceport Camden would not be a major source, but Table 4.1-1 estimates a very high 332.19 tons per year (tpy) emission of PM₁₀ particles during the first year of construction. This amount would seem to qualify as a major source (> 100 tpy) that requires a Title V permit (see <https://www.epa.gov/title-v-operating-permits>). Check the estimate and the requirements, and omit statements that a Title V permit is unlikely to be required.

-AQ-08

Air Quality Mitigation under mishap scenario: Mitigation should specify air quality considerations in the Hazardous Materials Emergency Response Plan. In the context of an accident that impacts air quality, Page 4-4, lines 3-4 mentions the Hazardous Materials Emergency Response Plan (also identified on Page 2-26, line 10). This plan should also be named in the mitigation for air quality under the condition of emergency releases during construction or operations, including a launch or landing mishap emergency. Please add this recommendation to the air quality mitigation section (Chapter 6.1) as well as to the Hazardous Materials mitigation section (Chapter 6.7).

AQ-09

2. BIOLOGICAL RESOURCES

The NMFS documentation and consultation has not been finalized. The Final EIS should include all specific mitigation measures recommended by the National Marine Fisheries Service (NMFS) once consultation is complete. Affected commercial, sustenance, and recreational fishers (and their families and dependents), and fisheries researchers have not been given an opportunity to review and comment on the recommendations because they were not included in the DEIS. The FAA should make an effort to invite these stakeholders to carefully review the final EIS.

BR-08
BR-39
NR-40

Mitigation should be specific, include all assertions in the DEIS, and all recommendations of the USFWS (and NMFS when available): Among 20 assurances given in Ch 4.2, only three are included in mitigation (Ch 6.2). The Biological Assessment appendix and agency responses contain others to include. All the assurances given in Chapter 4.2 should be included in the required mitigation for Biological Resources (Chapter 6.2). However, only three of roughly 20 assurances are mentioned in the mitigation section: the Lighting Management Plan, the National Bald Eagle Management Guidelines, and the Georgia Power Avian Protection Plan. A Natural Resources Specialist would be hired to implement these. Additional items required by the USFWS include a Wildland Fire Management and Burn Plan, and a Protected Species and Habitat Management Plan.

MT-12

For the record, the following assurances are mentioned: Page 4-6, lines 10-13: protected species survey and habitat avoidance marks; Page 4-7: Hazardous Materials Emergency Response Plan; Page 4-8: Invasive species control; erosion and stormwater control BMPs; daytime construction only; Lighting Management Plan; nest surveys within 5 days of construction and establishing buffer zones around bald eagle nests; removal of vegetation outside of peak nesting season; following the Georgia Power Avian Protection Plan; installing devices that discourage perching and nesting in areas unsafe; following BMPs for towers. On page 4-11: follow the National Bald Eagle Management Guidelines; no in-water construction activities. Page 4-12 adds: vegetated upland buffer of at least 25 feet along all creeks. Page 4-12 mentions including the yet to be identified conservation measures from the missing NMFS consultation; unspecified permits and requirements to reduce spills, fires, explosions, etc. that could harm vegetation; fire management to return a fire-tolerant community to the area; unspecified permits and requirements for water resources management. Page 4-15 mentions unspecified outcome measures. Page 4-19 mentions security boats to warn of marine mammals out 60 miles and coordinating with NMFS on each launch event. Page 4-20 mentions briefing launch personnel about avoiding sensitive habitats. Page

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4-21 mentions maps that identify sensitive species and habitats, but names no one as responsible for updating such maps.

Mitigation of Terrestrial Special Status Species – Longleaf Pine Ecosystems: Require coordination with longleaf pine restoration organizations and government agencies to identify protection measures. The DEIS lists a number of construction and operations impacts to special status species and their habitat, including permanent habitat removal, increased traffic, development of new roads, fencing installation (habitat fragmentation), erosion, invasive species, exterior lighting, noise, vibrations, and other impacts. These impacts are generally addressed individually, but the combination of these impacts on terrestrial special status species could be significant. Of particular concern are special status species known to occur on the site, including gopher tortoise and indigo snakes, and those that could occur, including the striped newt. All of these species are found in longleaf pine ecosystems. Mitigation could require Spaceport Camden to coordinate with longleaf pine restoration organizations or state and federal agencies to identify measures to protect and/or restore longleaf pine habitat in coastal Georgia. Other spaceport EISs include similar actions. The SpaceX South Texas Launch Site EIS, for example, includes measures to assist efforts to increase releases or nest boxes in northern aplomado falcon habitat and identify reasonable measures to protect and/or preserve suitable ocelot/jaguarondi habitat within the Rio Grande Wildlife Corridor.

MT-12

Mitigation for Potential Launch Failures – Support for Cumberland National Seashore and Jekyll Island Authority: Spaceport Camden should contribute funding/resources to support the general mission as well as launch-induced activities at both Cumberland National Seashore and Jekyll Island State Park. Even if a launch failure does not occur, such contributions would support the biological resources on Cumberland and Jekyll Islands and help compensate for other impacts that may occur (noise, vibrations, etc.). The chance of a launch failure may be minor, but if one did occur the impacts to biological resources could be devastating, even if emergency procedures mentioned in the DEIS are followed. Existing regulations may not require Spaceport Camden to carry appropriate insurance to cover potential losses to biological resources, including habitat and species on Cumberland National Seashore and Jekyll Island. A contingency fund provides some insurance.

MT-14

Buffer to protect bald eagles: A 660-foot buffer should be maintained between active nests and construction, off-road vehicle no closer than 330 feet, and pile-driving no closer than 0.5 miles. These items are listed in the Environmental Consequences section (Page 4-11, lines 7-9), however, they do not appear explicitly in the mitigation section.

BR-51

Protection of inactive bald eagle nests: Destruction of inactive nests may require an incidental take permit since bald eagles return to the nest site year after year. If inactive nests will be destroyed, the Final EIS must indicate that construction activities are expected to result in take of bald eagles, and an incidental take permit will be required. The DEIS currently states that construction activities are not expected to result in a take of a bald eagle (page 4-11, line 15). Bald eagle nests occur within the construction ROI or nearby (page 4-10, lines 17-20). The DEIS states that active nests with eggs or chicks will be protected until the chicks have fledged. However, the DEIS does not clearly state what will happen to inactive nests. The destruction of a nest would constitute a take under the Bald and Golden Eagle Protection Act.

BR-52

Sea turtle lighting disturbances: Restrict annual nighttime launches to months outside of nesting season. Develop the Lighting Management Plan through professional facilitation of interagency

MT-12

O0016

and technical personnel, using funds from Spaceport Camden. To reduce the risk of take for federally protected Loggerhead Sea Turtles, and reduce degradation of federally-designated Critical Habitat for Loggerhead Sea Turtles within Cumberland Island National Seashore, restrict the proposed annual nighttime launch to November 1 through April 30 (outside of sea turtle nesting season). The Lighting Management Plan, Light Management Plan, and Artificial Light Management Plan should be developed through interagency consultation (personnel from USFWS, Georgia Department of Natural Resources, Georgia Sea Turtle Center, along with technical advisors such as an industrial lighting specialist). The planning process should be professionally facilitated and funded by the public-private spaceport partnership so that limited agency funds are not used to facilitate spaceport planning.

-MT-12

Long-Term Wildlife Monitoring: Necessary for independent wildlife professionals to evaluate impact of repeated noise and shock exposure from spaceport operations on productivity and mortality of a variety of wildlife for at least 10 years after completion of construction. The DEIS states that “[n]oise, sound pressure induced vibration, and the visual effect (stimuli) from pre-launch, launch, and landing activities have the highest potential to impact animals” (page 4-14, lines 30-31). Animals could be subject to as much as five minutes of sustained 70 to 117dBA noises during launches, sonic booms between 0.25 and 2 psf, sound pressure induced vibration, and visual impacts (page 4-14, lines 33-43, page 4-15, line 1). The DEIS mentions a startle response as the most common reaction from animals to noise or sound pressure induced vibration, but the long-term response of species to regularly occurring noise, sound pressure induced vibration, and visual stimuli is unknown and difficult to predict. Long-term monitoring is necessary to accurately assess impacts. The DEIS refers to monitoring in Appendix A (Biological Assessment page 35-36 (Appendix PDF page 105-106)), but the duration of monitoring is not specified. The DEIS Appendix A also refers to pre- and post-launch visual surveys for special status species that would occur in the area of impact of launch and landing areas for the first three years of operations (Biological Assessment page 46, PDF page 116). Short-term monitoring will not capture impacts that may occur from changes in operations (i.e., differences in launch numbers from year to year and other changes), and monitoring programs should include both the areas immediately adjacent to launches and landings and other important wildlife areas within the operational ROI (i.e., Cumberland Island National Seashore, Jekyll Island, etc.). Because of the potential for long-term impacts to wildlife, the Final EIS should clearly state that Spaceport Camden will engage a third-party to conduct long-term wildlife monitoring for at least 10 years after completion of construction. Monitoring should include, but not be limited to, all wildlife populations included in Tables 3.2-2, the five species of sea turtle that occur within the ROI, and both species of sturgeon (Atlantic and shortnose) that may occur within the ROI. It should occur in all areas within the operational ROI that may contain populations of these species.

**BR-17
MT-12**

Marine Mammals – Strike Education: Because of launch spectators in boats, along with clearing the launch corridor, the mitigation should include public education on marine mammal strike avoidance and response targeted up to and on launch days. Spectators on boats are anticipated (page 4-19, lines 31-32). If they have strike-avoidance training, the potential for marine mammal strikes will be reduced. Maintaining a minimum 50-ft distance from marine mammals is mentioned for security personnel who clear the area 60 miles from shore (Page 4-19, lines 32-34). Appendix A of the DEIS refers to an environmental education program that includes protected species education (Biological Assessment page 39, PDF page 109). To better protect marine mammals during launches, launch-day education of boaters about marine mammal strike avoidance should be a required element of such a program.

BR-39

O0016

Marine Mammals –Distressed Animals at launch time: Require trained responders to react to distressed marine mammals within the closure area, even if launches must be delayed. It is unclear what protocols would be in place on launch days if a distressed marine mammal was within the closure area. The Final EIS should clearly state that NMFS and other responders will be allowed to follow all regular procedures in responding to distressed marine mammals within the closure area, even if this necessitates delaying a launch. The DEIS states that access restrictions from marine mammal monitoring, including distressed marine mammals, is unlikely to occur because there are only 12 launches, and that spaceport personnel would coordinate with NMFS prior to launch dates to rectify conflicts (page 4-19, lines 36-41). Nevertheless, provisions for rescuing or assisting distressed marine mammals in closure areas on launch days should be planned.

BR-39

Migratory bird mortality during construction: Birds may die flying into tall construction cranes and pile drivers. Evaluate whether this requires a Migratory Bird take permit from the USFWS. That migratory birds die flying into towers is acknowledged on Page 4-9, line 22. However, line 2 on that same page contradicts this with respect to construction equipment, which includes cranes and pile drivers. Line 2 says injury and mortality are unlikely because “birds can easily avoid (fly away from) construction equipment.” This is simply not the case. Mitigation of such death is needed, which perhaps would include obtaining a Migratory Bird take permit from the USFWS.

BR-53

Salt marsh is Essential Fish Habitat: Discuss this value of salt marsh. Mitigate if its use as an environmental buffer is to be allowed in a manner that removes its protection from damage. Salt marsh is Essential Fish Habitat (http://sero.nmfs.noaa.gov/habitat_conservation/efh.html). No discussion of salt marsh is included in the section on Essential Fish Habitat in the Environmental Consequences chapter (Page 4-18). The ROI includes a lot of salt marsh, which is owned and protected by the State of Georgia. Roughly 10,000 acres of salt marsh is proposed to be used as a buffer for the spaceport. This apparently includes security, safety, and environmental buffer. Use of salt marsh as an environmental buffer could imply that it would be removed from protection from pollution (environmental buffers are usually purposefully set aside between pollution sources and a downstream area to absorb pollutants that would cause damage downstream). Allowing salt marsh to become such a buffer would impact essential fish habitat, so appropriate mitigation would seem warranted.

BR-40
CO-10
CO-11

Invertebrates overlooked: Almost all species of animals are invertebrates. Some may be of special management concern. Include USFWS and NMFS consultation about the degree of impact. In the Environmental Consequences chapter, only one sentence is devoted to them (Page 4-18, line 18), and this sentence seems to discount their importance in the area. No invertebrates are mentioned in the Marine and estuarine animals section (Page 4-18, starting at line 31), yet almost all species of animals are invertebrates, including seafoods such as crabs, shrimps, clams, and oysters. Marine invertebrates are taxonomically classified in 34 phyla including Chordata (the one phylum that also has all the vertebrates). All phyla are likely represented in the ROI except perhaps the Placozoa, which may not yet have been found in the ROI (but have been found in South Carolina and elsewhere in Georgia (Pearse and Voigt 2007)). One well-known example is illustrative of perhaps a hundred others: Fiddler crabs are a much studied invertebrate integral to the function of salt marsh as essential fish habitat in Georgia. They are food for a variety of fishes, birds, mammals, and crabs. Toxic chemicals that enter marshes have devastating impacts on fiddler crabs. In addition, fiddler crabs have enhanced sensitivities that help them communicate with one another, avoid predators, find mates, and defend territories. Over time, the sights, vibrations, sounds, and chemical wastes of launches, landings, and mishaps could increase mortality and lower reproductive success of these important invertebrates. Many other invertebrates are similarly

– BR-42

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valuable as ecosystem engineers and food-chain intermediates. Any could also be similarly impacted by spaceport operations. An EIS involving an estuary and coastal zone should include a thorough assessment of some key invertebrates.

—BR-42

Deep ocean impacts of rocket debris: Discuss impacts to biological resources from disposal of expendable rockets at sea, and failures of first-stage landings on barges at sea. Please comment on the evidence of any impact to biological resources of the practice of allowing first stages to be disposed of at sea by falling, or by failure to land on a barge 200 to 300 miles offshore. Include reference to international agreement and any research done. In particular, consider impacts on marine mammals and deep sea ecosystems and any mitigation guidelines within international agreements.

BR-43
NP-71

3. CLIMATE

Climate change analysis: Appropriately analyze the effect of climate change on Spaceport Camden, as required by the FAA (increased flooding as sea level rises, increased storm intensity and frequency). According to Section 3.5 of the FAA's 1050.1F Desk Reference, the extent to which anticipated changes in climate can impact the proposed action and alternatives should be included. The launch pad is proposed for a low-lying area within the 100 year floodplain adjacent to an estuary in which sea level has risen about 25-30 mm per year (<https://tidesandcurrents.noaa.gov/slrends/slrends.html>). In addition, the launch site should be increasingly subject to flooding by severe storms and very high autumnal "king tides." Although rising sea level and increasing storm frequency and intensity are mentioned as possible impacts on the spaceport (e.g., Page 3-27, lines 12-15), no quantitative analysis is presented that references published sources applicable to the area, as required in Section 3.5 of the Desk Reference.

CL-01

Hurricane Plan: Develop and implement a Hurricane Plan that includes elements recommended by coastal resiliency experts: The construction ROI includes area within a floodplain that seems highly susceptible to impacts from extreme weather events such as tropical depressions, storms, and hurricanes. The DEIS mentions hurricanes only once (page 3-27, lines 12-14). The potential for release of hazardous materials during a tropical storm event may be significant if appropriate precautions and planning are not incorporated into the proposed action. Access to the site may become compromised or limited before, during, and after a significant flooding event. The SpaceX South Texas Launch Site, located on the Gulf of Mexico, had a hurricane plan incorporated into its EIS that embraces the elements listed below. The Final EIS should clearly state that Spaceport Camden will develop and implement a Hurricane Plan including these and other necessary elements determined by coastal resiliency experts:

- Provide elevated and reinforced facilities to withstand wind and waves to mitigate damage and fuel release.
- Size the containment areas around fuel tanks to hold the volume of the largest tank plus sufficient freeboard for a 25-year, 24-hour storm event (or storm frequency and intensity based on climate analysis for coastal Georgia).
- In advance of a storm alert, remove hazardous materials from the site or to high ground.
- Secure to the ground or remove all equipment and loose objects.
- Cancel propellant deliveries.
- Remove vehicles or store in a hangar.
- Communicate storm preparations to local emergency management agencies, USFWS, and Georgia DNR.

NP-69

O0016

Sea Level Rise Plan: Develop a Sea Level Rise Adaptation Plan that includes provisions for site abandonment if and when sea level rise causes specific measurable impacts on the site. The construction ROI is vulnerable to sea level rise. Possible problems from sea level rise are given short shrift in the DEIS. Potential impacts are briefly mentioned (page 3-27, lines 12-14, page 4-23, lines 24-27 page 4-24, lines 6-8, page 5-5, lines 28-33, Table ES-1). In every instance except one the statement made is the same, namely, “sea level rise and other climatological changes such as an increase in extreme weather events, may or may not impact the spaceport in the coming years.” The exception, used once, is “[d]ue to Camden County’s coastal location, the area is likely to be more susceptible to the potential impacts of climate change such as sea-level rise and increased frequency of extreme weather events such as hurricanes”. No analysis, preparations, or other responses to sea level rise are mentioned. The Final EIS should provide a detailed analysis of the potential impacts of sea level rise on the construction ROI. The Final EIS should also clearly state that Spaceport Camden will develop a sea level rise adaptation plan that includes provisions for site abandonment if and when sea level rise causes specified impacts on the site (e.g., septic system malfunction or failure, water table rising a specified distance from the surface, flooding of the site a certain number of days per year, other metrics).

CL-02
NP-67

4. COASTAL RESOURCES

Coastal Zone Management Plan Consistency Letter: Report the contents of an approved letter of Federal Consistency with Coastal Zone Management Plan. Much of interest to coastal stakeholders seems to rest on the Coastal Zone Management Plan Consistency Letter which has not yet been approved by the Coastal Resources Division of Georgia DNR. Of particular concern is the need to resolve the concept of using the tidal marsh as a buffer against Georgia’s Coastal Marshlands Protection Act of 1970. That act allowed Georgia to claim ownership of the tidal marsh. Use of a tidal marsh as an environmental buffer would seem to allow it to absorb pollutants. Normally a wide upland buffer is thought necessary to protect the marsh. Use of tidal marsh as a security or safety buffer would seem to allow it to be patrolled and the public restricted from entering. Normally high tide access is allowed to any marsh as a “navigable water.” Legislative action may be required in order to provide the stated functions of the tidal marshes adjacent to the spaceport.

CO-10

5. DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f)

Eliminating untenable Overflight Exclusion Zones: Where possible, the Final EIS should categorically eliminate Overflight Exclusion Zones over Section 4(f) properties. Assuring evacuation of all uninvolved public within an overflight exclusion zone (OEZ) on Cumberland Island National Seashore, Little Cumberland Island, and Jekyll Island State Park will be difficult. See also our comments on the Land Use section of the DEIS, which includes an analysis of impact to the Cumberland Wilderness experience – a major Section 4(f) issue that we think should be included here instead.

SF-08

The decisionmaker must consider the unusual nature of the Cumberland Island National Seashore and Jekyll Island State Park. As can be verified by the officials with jurisdiction over these public areas, in both cases, public recreation by a visiting public, and public property are interspersed with private property owners who have their own houses and vehicles, separate binding agreements with park authorities, independent access to these islands, and who independently receive visiting friends and relatives.

O0016

Although we recognize that disallowing overflight exclusion zones on all parts of the three islands could obviate an application for a license to operate a launch site at Spaceport Camden, we nevertheless would welcome a statement that would eliminate OEZs at least on Jekyll Island State Park and on any parts of Cumberland Island National Seashore possible to exclude.

Noise on Section 4(f) properties: Map the 65 dBA L_{Amax} contour to show where outdoor speech-impairing noise would reach Section 4(f) properties. Ability to conduct normal outdoor speech contributes to the enjoyment of public parks. Plotting the 65 dBA L_{Amax} contour on a map will help the decisionmaker to visualize where outdoor speech-impairing noise would reach over Section 4(f) properties, as described on Page 3-34, lines 13-25. The lowest noise contour shown on Exhibit 4.11-2 is 80 dBA L_{Amax}, but 65 dBA L_{Amax} was the sound level chosen based on “outdoor speech interference as a proxy for potential Section 4(f) impairment” (Page 3-34, lines 18-25).

SF-06
NC-33

Increased traffic from mishaps: Launch or landing mishaps may create constructive use from damage and emergency response in wilderness areas (firefighting, pollution treatment, and debris recovery, habitat restoration). Include the impact and mitigation of emergency response on Cumberland Island National Seashore and Jekyll Island State Park in the case of a launch or landing mishap that creates overhead explosion, shockwave, ground fire, ground vibration, flying debris, trampling by emergency vehicle response and debris recovery efforts, and a need for habitat restoration and historical building repair. Although such mishaps may be of low chance of occurrence, the consequences could be great enough to consider as a constructive use of Section 4(f) property.

SA-12
SF-06

Substantive mitigation: Proper evaluation of constructive use may require substantive mitigation that could include: purchase of private for wilderness; funding for wilderness management; and requiring local conservation zoning to be maintained with penalties accruing for local variances. Wilderness experience and historical structures are major attractions to Cumberland Island National Seashore and Jekyll Island State Park. Constructive use appears likely, especially when damage to the wilderness experience and historical properties are brought into consideration from the sections of the DEIS where these are reported (Land Use; Historical, Architectural, Archaeological, and Cultural Resources). Substantive mitigation can also include a contingency fund for evacuation, repairs, and restorations to environmental resources not subject to insurance claims. A contingency fund should be established by the public-private partnership of a Spaceport Camden authority.

MT-14

6. FARMLANDS

Commercial leases of clam and oyster beds: Acknowledge these as Unique Farmland and Prime Farmland that are potentially impacted by spaceport construction, operation, and mishaps (especially toxic spills distributed widely by estuarine and tidal circulation). The Farmland section fails to consider aquaculture leases for clam and oyster farming, which occur in Camden and Glynn County in the estuarine waters near the proposed spaceport and under its launch vehicle flight corridors. Clam and oyster farms are included by the US Department of Agriculture (USDA) and clam and oyster farmers qualify for USDA assistance. Such farmland might qualify both as Unique Farmland and as Prime Farmland. The state helps determine and protect the quality of the environment suitable for aquaculture leases. Contact the Coastal Resources Division of Georgia DNR to identify aquaculture lease areas in Camden and Glynn counties. These leases may be damaged from spaceport runoff, spills, explosions, and other mishaps during construction and operation (including launch and landings

—FL-01

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explosions). Estuarine and tidal circulation can quickly spread toxins, sediments, and even too much freshwater runoff from spaceport operations and mishaps to lease areas. Please consider aquaculture leases as unique and prime farmlands in Chapters 3.6, 4.6, 5.3.6, and 6.6). Design of erosion control and storm water retention should avoid damage to shellfish beds and leases. Testing for toxins in retention ponds, creekbank seeps and runoff should be included in mitigation, with treatment of storm water as necessary to protect shellfish quality before release or infiltration into the broader environment. With respect to spectacular mishaps, the chances may seem small to the preparers of the EIS, but the consequences seem to us to be sufficient to warrant plans and mitigation.

FL-01
MT-15
WR-04
WR-13

7. HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

Mishaps impacting the flow of RCRA-managed toxic groundwater: Monitor and prepare to mitigate movement of toxic groundwater into Todd Creek if accelerated by unexpected spaceport actions. The decisionmaker needs access to available information that can inform about the potential impact on Todd Creek by spaceport construction, operations, and mishaps that could accelerate: a) the movement of highly toxic groundwater toward Todd Creek; b) the efficacy of the oxygen curtain treatment of the toxic groundwater; c) the erosion of the bank of Todd Creek back toward the landfill; and d) the possibility of damage to the landfill cap (which prevents rain from creating hydraulic pressure to push the groundwater plume toward Todd Creek).

Further analysis may be warranted, so the decisionmaker can accurately assess impact on specific operations. Data are needed not only on vibration and sonic booms from normal launches and landings, and pile-driving during construction, but also data on mishaps, such as launch pad and landing pad explosions that could result in shockwave or shrapnel damage to the landfill cap or the in-situ oxygen curtain (ISOC) apparatus, and to the rates of Todd Creek bank erosion and groundwater movement toward Todd Creek. To interpret the needed data will likely require consultation with Dow Chemical's landfill manager (formerly Mr. Tim King) and the corresponding agency regulator of this RCRA-permit, Mr. John Fonk of the Environmental Protection Division of Georgia DNR.

A variety of related reports have been prepared for Union Carbide and Dow Chemical by CH2MHill in Tampa, Florida. These are highly relevant reports that should be reviewed and referenced where appropriate in the EIS. Otherwise the decisionmaker may not have an accurate picture of the risk to Todd Creek. The reports should be available from Mr. Fonk or Mr. King or his successor at Dow Chemical. The reports describe the contaminants found in the hazardous groundwater plume, the movement of that plume toward Todd Creek, the erosion of Todd Creek back toward the plume, the in-situ oxygen curtain (ISOC) now in place to help remediate the groundwater plume, and the nature of the cap over the landfill. One series of reports involves a Todd Creek Bank Stabilization Plan. Other key documents include Table A in the Hazardous Waste Facility Permit HW-063, which lists the hazardous constituents so far discovered in the toxic groundwater of the RCRA landfill, and The Environmental Covenant between Union Carbide Corporation and the Environmental Protection Division of Georgia DNR dated March 29, 2011, which gives site restrictions for the entire 4,011.54 acre property owned by Union Carbide Corporation.

HW-54
HW-55

The 58-acre landfill in question is within the rectangular out-parcel immediately adjacent to Todd Creek just outside the northwest corner of the proposed spaceport Site Plan (See Exhibit 2.1-2 on Page 2-4). Mention of this landfill is made on Page 3-43, Lines 40-43; Page 3-44, Lines 18-19; Page 3-65, Lines 6-7). Referenced in the draft EIS is a preliminary vibration study prepared by Tetra Tech in Jacksonville, Florida (Page 4-127, Lines 9-13). However, the highly toxic nature of this landfill and the groundwater plume under it is not brought forward. More specifics need to be given.

O0016

Todd Creek is a large tidal creek along the northern upland edge of the proposed spaceport. It is an integral part of the Satilla River estuary. Seepage or a sudden discharge of the highly toxic groundwater would damage or contaminate Todd Creek with contamination rapidly spreading by estuarine and tidal circulation throughout the estuary and even upstream in the main stem of the Satilla River as well as out to sea and along beaches. Contamination would endanger commercial, sustenance, and recreational water users who have direct exposure to estuarine waters or consume its seafoods. Contamination may also impact human health directly for those who come into contact with the water or breathe contaminated aerosols. Among other species, the highly toxic contamination from that landfill could harm or make toxic any fish and shellfish taken for human consumption, marine mammals (such as bottlenose dolphins, West Indian manatees, and river otters), and fish-eating birds (such as terns, pelicans, ospreys, and bald eagles).

HW-54
HW-55

Compare results of two vibration analyses: A vibration study of the RCRA landfill concluded no concern, however, another vibration study indicated damage to historical buildings nearby. Revisit whether damage could occur that accelerates toxic groundwater entering Todd Creek. Results of a vibration study done by Cultural Resources Analysts (2017a) is reported on Page 4-46 and elsewhere in Section 4.8.1 of the DEIS. It was done to evaluate damage to historical structures, but the conclusions warrant another look at the threat of the RCRA landfill toxins to Todd Creek and the Satilla River estuary. Page 4-50, lines 22-36 indicate that cracking and displacement of tabby walls and grave markers could occur because of vibrations from spaceport operations. If vibrational damage can occur to the nearby architectural resources, it may also accelerate toxic groundwater flow toward Todd Creek, crack the landfill cap, damage the in-situ oxygen curtain (ISOC), or enhance bank erosion at Todd Creek, all of which could accelerate movement of toxic groundwater into Todd Creek. We note that a different preliminary study indicated no significant vibration effects on the RCRA landfill (TetraTech 2017, reported on Page 4-127, lines 9-13). The conclusions of the two studies may differ enough to warrant a closer look to compare the vibration levels studied and apply the larger level results to each resource in the same way.

NC-02
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HW-55

We also urge the decisionmaker to consider launch and landing mishaps that cause explosions, shockwave vibration, flying debris, fires, emergency responses that could damage the landfill cap, damage the ISOC system, hasten groundwater movement toward Todd Creek, or accelerate creek bank erosion. Both vibration studies referenced above should be checked to see if such mishaps were analyzed, and if not, we believe this constitutes a significant uncertainty about environmental health and safety involving the potential to contaminate the Satilla River estuary.

HW-15

Environmental Covenant of March 29, 2011: Consult with Union Carbide and Georgia Brownfields Program personnel to discuss whether imposed limits on activities must be modified. The decisionmaker should consult with Dow Chemical's landfill manager (formerly Mr. Tim King) and the corresponding agency regulator of this RCRA-permit, Mr. John Fonk of the Environmental Protection Division of Georgia DNR to discuss the status of the Environmental Covenant dated March 29, 2011 between Union Carbide Corporation (now owned by Dow Chemical) and the Environmental Protection Division of Georgia DNR. This covenant gives site restrictions for the entire 4,011.54 acre property owned by Union Carbide Corporation. The restrictions may limit activities on the proposed site for Spaceport Camden, which may trigger covenant modification before construction of Spaceport Camden. Such a modification may require specific mitigation to offset an allowance for impact that is now prevented by the covenant. The Final EIS should include detail about the consultation concerning this covenant.

O0016

Assessing a possible Clean Water Act violation: Require testing for any brownfield toxins now entering public waters immediately adjacent to the proposed spaceport property (to establish a liability baseline prior to construction of Spaceport Camden). To establish a baseline of brownfield impacts prior to construction of Spaceport Camden, and better accomplish due diligence associated with the brownfields throughout the proposed spaceport site, the Final EIS should require a certified determination of whether a Clean Water Act violation has already occurred at the proposed site of Spaceport Camden. In particular, mitigation (Chapter 6.7) should require offsite testing for any brownfield toxins now entering public waters immediately adjacent to the proposed spaceport property. Samples should be taken from multiple creekbank seeps and runoff streams that enter waters of the United States (the Satilla River estuary and tributaries). Required testing should be geographically comprehensive and include the estuary-adjacent upland periphery of both the Union Carbide and the Bayer CropScience tracts (along Todd Creek, Floyd Basin, and Floyd Creek).

HW-07
NP-78

Multiple samples should be tested for all chemical analytes listed in the groundwater monitoring list of 40 CFR 1(I), Part 264, Appendix IX. Testing the analytes on this list is standard practice for hazardous sites, including the groundwater from the RCRA landfill site managed by Union Carbide that is immediately adjacent to the proposed spaceport boundary. Chemicals found in the samples should be compared to the chemical constituents known for the groundwater of the RCRA landfill managed by Union Carbide, and any chemical wastes, residues, and byproducts that are common in the manufacture of Temik (i.e., aldicarb), which was manufactured at the site by Bayer CropScience until 2012.

Testing the Bayer CropScience tract: If acquired or leased, the Bayer CropScience property should be tested for hazardous wastes and enrolled in the Georgia Brownfield program if appropriate. Little is known about the status of toxins, waste disposal areas, a spray field, and possible unexploded munitions on the Bayer CropScience property. The Union Carbide Property is much better known with respect to these things because of intense management scrutiny by the State of Georgia and RCRA permitting. Bayer CropScience has not been subject to this same scrutiny, but may be found deserving of such management once tested. As mentioned in our comments in our earlier section on Site Plan, Infrastructure, and Management Planning, at least a portion of Bayer CropScience property seems necessary in order to build and use heavy roadways for the return of first stages barged to the dock. Other indicated uses include the siting and construction of an alternate control center and visitor center. The Final EIS should specifically require such testing if any portion of the Bayer CropScience tract is leased or acquired for use in spaceport construction or operations.

HW-24

8. HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Completing SHPO consultation: Resolve issues of damage assessment and mitigation with the State Historic Preservation Officer. The mitigation section (Chapter 6.8) includes worthy items because adverse impacts of vibration are expected, however, the mitigation steps await concurrence with the SHPO. In the mitigation section (Chapter 6.8), describe the processes of damage assessment and repair that would be required. Include consideration of mishap impacts (explosion shock waves, fires, flying debris, impacts of parts recovery, need for resource restoration).

CR-20

Creditable mitigation items already listed on Pages 6-4 and 6-5 include: monitoring for damage and making necessary repairs; NRHP eligibility testing and archeological data recovery if construction cannot avoid sites; development of resource management plans for affected resources; and continued consultation with the SHPO and NPS. However, the mitigation section does not seem complete, given certain impacts mentioned earlier in the document. These include the following:

O0016

Statement needed in mitigation (Ch 6.8) – Bayer CropScience tract: If leased or acquired, survey

Bayer CropScience property for Archeological Resources. Page 4-47, lines 18-22: Bayer CropScience property has not been surveyed for Archeological Resources. Mitigation steps should include such a survey if Bayer CropScience property is to be used for spaceport construction or operations.

CR-21

Statement needed in mitigation (Ch 6.8) – site reporting: Discovery of archeological or historical sites during construction must be reported, possibly triggering additional Section 106 consultation. The discovery and reporting of additional archeological or historical sites during construction (described on Page 4-47, lines 23-28) should be required mitigation.

Statement needed in mitigation (Ch 6.8) – Agreement: The Section 106 Programmatic Agreement mentioned in Ch 4.8 should be required in the mitigation section. The Section 106 Programmatic Agreement mentioned on Page 3-54, lines 37-38 should be required in the mitigation section.

CR-10

Statement needed in mitigation (Ch 6.8) – Specifics: Define the objectives of the resource management plans and continuing consultations with the SHPO and NPS. Although listed in the mitigation section (Page 6-4, lines 36-38), the resource management plans and continuing consultations with the SHPO and NPS need more specifics, at least to define the objectives of the plans and consultations.

Assessing damage probability: Damage to structures is given at 1 per 100 per event, implying an occurrence within 3 or 4 years at 12 launches per year. Acknowledge, and give the necessary mitigation. On Page 4-50, lines 33-36 the damage probability to structures is said to be low, however, with 10 engine tests, 10 launches, and 10 landings per year, it would seem that damage is very likely to occur within 3 or 4 years. The Final EIS should give an accurate representation to the decisionmaker about structural damage, include effects of launch and landing mishaps, and provide appropriate mitigation, which should include a contingency fund provided by the public-private Spaceport Camden authority with funds set aside to repair historical and architectural sites damaged by spaceport operations. Substantive mitigation could also include acquiring ownership of historic and architectural resources, providing management funding for historic, architectural, archeological, and cultural resources, that could include museums and public tours.

CR-22

9. LAND USE

Relocate damage to the Wilderness experience to Section 4(f) constructive: The discussion of wilderness impacts the concept of constructive use and should be relocated to those sections of the EIS dealing with constructive use of Section 4(f) properties. Below are a number of comments that together show that the draft EIS significantly underrepresents damage to the wilderness experience on Cumberland Island National Seashore. The impact may create a significant constructive use, so this entire analysis should be relocated to the sections dealing with Section 4(f) of the Department of Transportation Act. The following comments should be addressed and corrected before the decisionmaker considers whether impacts to the wilderness experience are significant and lasting.

WL-26

Evaluating the wilderness experience on Cumberland Island National Seashore: Impact seems underestimated for invalid reasons (location in eastern US, presence of few people, changing

O0016

viewing angle if disturbed, using DNL for pile-driving noise, assuming no construction on nights & weekends, failure to include highly consequential mishaps). Cumberland wilderness is among the best wilderness experiences available in the eastern United States because most development has left, few private property owners remain, and access is limited and controlled. Impact from the proposed spaceport should be evaluated in a context of the ability of the eastern US to have any wilderness experience.

Eastern US Wilderness: It is very difficult to have a wilderness experience in the eastern United States that is comparable in quality to less populated and less historically occupied areas of the country found elsewhere. Any eastern US wilderness would seem relatively “degraded” in primitiveness, solitude, evidence of human development, naturalness and other qualities used to evaluate wilderness. All eastern wilderness is somewhat degraded by standards that include the western mountain and plains states. This baseline degradation should not be used as a reason to degrade it further (Page 4-54, line 21 through Page 4-55, line 13; Page 4-57, lines 2-9; Page 4-63, lines 2-4). Instead, baseline degradation should be a reason to elevate the degree of impact of any new small changes that degrade wilderness further. When partial degradation occurs, it is reasonable to imagine that total degradation could sooner reach a tipping point that might eliminate the wilderness experience altogether.

Wilderness Experience Mitigation: The decisionmaker at the FAA can do a better job protecting the wilderness with the ROD for this EIS. This will require substantive mitigation that could include: purchase of significant amounts of private land to set aside as wilderness; providing significant funding for wilderness management; and requiring local conservation zoning to be maintained with penalties accruing for local variances.

Noise from pile-driving will be more damaging to the wilderness experience than implied on Page 4-56, line 34. Give pile-driving noise in L_{Amax} units not DNL units. Use Table 4.11-1 (Page 4-70) to discuss pile-driving noise in the Cumberland Wilderness area, which may be over 50 dBA. In addition, median sound levels for all of Cumberland Island (36 to 38 dBA, Page 3-67, line 4), are likely to be higher than the levels, frequency distribution, and natural quality of sound in the Cumberland Wilderness. Wilderness sound level should be distinguished from median sound level. The zone where median sound levels are reported as DNL is inappropriate for comparing to the noise level data provided for the Cumberland Wilderness, which was not given as DNL. A comparison between Exhibit 4.11-1 and 4.11-2 shows the magnitude of difference between DNL units and L_{Amax} units). A better job concerning noise is done for operation (Page 4-60, lines 13-25; Exhibits 4.11-2, 4.11-3, and 4.11-4).

Night and weekend construction: The Final EIS should not continue to assume that pile-driving and other construction work will be done only during regular work days (Page 4-56, line 44 through Page 4-57, line 2). Night and weekend construction work typically occurs to be able to meet construction schedules without penalties. Enforced construction silence on nights and weekends should be a mitigation requirement in the ROD.

Highly consequential mishaps: Page 4-55, line 34, through Page 4-56, line 6 identifies no physical changes to historic and cultural structures on Cumberland Island and no vehicle use of Cumberland Island. However, launch or landing mishaps that affect Cumberland Island may increase traffic in wilderness areas in order to fight fires, treat pollution from unburned fuel, and recover debris. These impacts would seem to be a type of “constructive use” of Cumberland Island National Seashore (see our comments about Section 4(f) properties).

Shifting one's viewing angle is not an appropriate way to discount impact on a wilderness viewing experience (Page 4-57, line 32). The wilderness experience is surely more holistic than that. Once objectionable non-wilderness views are noticed, it would be hard for most wilderness seekers to remove them from their thinking simply by adjusting their viewing angle.

Few people in wilderness is not an appropriate reason for an EIS to discount impact on a wilderness experience (Page 4-57, lines 40-43). A wilderness experience depends on having few other

WL-18
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people being present. Likewise, when park usage is lowest, the wilderness experience may be enhanced. Seasonally low visitation of Cumberland Island should not be used as justification for lack of significance of impact to a wilderness experience as done on Page 4-58, lines 25-27.

Page 4-59, lines 28-30: The idea that many launches would occur at times when people are not present in the northern part of Cumberland Island is equivalent to saying that some launches will be done when people are present. Launch activities and closures will impact park visits to the northern most reaches of the island. Therefore, the Final EIS should clearly state what must be done to care for those people in those cases. —WL-21

Limits to flight corridors: **State whether the two representative trajectories to the north and south are binding limits of impact, such that none would be allowed outside those limits.** In the Proposed Action section of Chapter 2 (Section 2.1) clearly state whether trajectories would be allowed outside the trajectory limits shown in this EIS. Page 4-59, lines 3-4 of Land Use indicates that these are binding limits, however, unless the Final EIS explicitly states otherwise, we have been led to understand that other flight corridors could be allowed at launch vehicle licensing time. To prevent launch license applications for untenable flight corridors, the Final EIS should identify these limits in the Chapter 2 at the point where the range of trajectories is first introduced (Page 2-6, lines 7-14). These limits then should help frame all environmental consequences and mitigations that involve flight corridors (not simply here in the Land Use section).

PA-70

Residents in flight corridors: **Although residents of Little Cumberland Island will be impacted, no detail is given about how this can be mitigated in a manner that follows FAA rules.** Land use on Little Cumberland Island is a particular problem that has resulted in non-standard recommendations for designating “authorized persons” to remain on their property there during launches. Page 4-59, lines 26-27 describes impact to these property owners. It is not clear that this can really be allowed under current FAA rules if they would remain within an Overflight Exclusion Zone (OEZ). Please clarify how residents on Little Cumberland Island will be treated in such a way as to follow FAA rules. This sentiment is also expressed in the first section of this document entitled Comments on General Organization and Content.

PA-44

Launches when people are present: **Launch activities and closures will impact park visits to the northern most reaches of the island. Clearly state what must be done to care for those people in those cases.** Page 4-59, lines 28-30: The idea that many launches would occur at times when people are not present in the northern part of Cumberland Island is equivalent to saying that some launches will be done when people are present. This needs to square with the FAA rules about Overflight Exclusion Zones and also with the curious notion of allowing “Authorized Persons,” a concept repeatedly presented but not adequately defined against current regulations. As with our concern for residents in flight corridors, this sentiment about park visitors affects Section 4(f) considerations, and is also expressed in the first section of this document entitled Comments on General Organization and Content.

PA-44

SA-08

SA-09

SF-06

10. NATURAL RESOURCES AND ENERGY SUPPLY

Roadway estimates: **Differences occur in figures may indicate an error in total amount of roads and amount of heavy roads under the Ocean-Landing Only Alternative.** In Chapter 2, on Page 2-37, lines 19-22, an incorrect statement is made about the need for less heavier road in the Ocean-Landing Only

PA-62

NR-02

O0016

Alternative. This same error may have been repeated in the calculation of less pavement needed for the Ocean Landing Only Alternative in the Natural Resources (Section 4.10.2.1, Page 4-68, line 16). Check this and correct it there too. As described on Page 2-16 (lines 1-4), a heavy road to the dock will be needed for offloading a returning first stage from the barge. Correct this, and also check the figure of 11,250 linear feet of heavier road used in line 22 (see next comment). Page 2-38, lines 6-9 states that 1 mile less of heavier road would be needed. This difference may be based upon the erroneous idea on Page 2-37 that the heavy road to the dock would not be needed with the Ocean Landing Only alternative.

In addition, Table 2.1-4 (Page 2-20) identifies 924,000 square feet of roads, however, Page 4-65, line 11 states that new roads would total 823,200 square feet. The decisionmaker may benefit from an explanation of the difference of 100,800 sq ft. This may also connect back to the error on Page 2-37.

PA-62
NR-02

Heating fuel: State the type and amount of fuel to be used for heating (said not to be natural gas, but no alternative given). One of the largest uses of energy in buildings typically is for space heating. Page 3-71, lines 21-22, which state that natural gas will not be used for heating, contradict the statement on Page 3-70, line 7, in which natural gas is said to be used for heating. Page 4-67, lines 13-14 repeat that natural gas will not be used. If not, then state the energy source that will be used for heating during both construction and operation. Propane is commonly used in place of natural gas in rural areas. Use of propane is stated in Table 4.7-1 (Page 4-35) and on Page 4-40, line 17. The Final EIS should quantify propane use and identify the energy sources used for heating and quantify them as well.

NR-03

Barge fuel: Estimate the increase in barge fuel required in the ocean-landing only alternative in order to more frequently transport barges to and from a point 200 to 300 miles offshore. Page 4-69, lines 13-14: The additional need for barge fuel under the ocean-landing only alternative seems very large given the need to transport barges to and from a point 200 to 300 miles offshore. Please provide the decisionmaker with a quantitative estimate of this difference. However, avoid the erroneous assumption that only one ocean landing per year is likely with the Proposed Action, and 12 are likely with the Ocean-Landing Only alternative. Each would allow from none to 12 per year. A reasonable estimate is needed in this section and in all other parts of the EIS where an unreasonable assumption is made.

NR-04

Repeated incorrect representations are made in the Biological Resources section about the frequency of ocean landings in the Proposed Action compared to the Ocean-Landing Only Alternative (Page 4-19, line 31; Page 4-22, line 11 and lines 21-22). The difference in number of ocean landings between those two alternatives should be less than stated. It is not true that only one ocean landing is expected under the Proposed Action, or that 12 are expected under the Ocean-Landing Only Alternative. Anywhere from zero to 12 ocean landings would be allowed under either alternative. The Proposed Action seems likely to involve fewer ocean landings, as the option will remain open to land a first stage on land. However, nowhere in Section 2.1.2.7 is the number of ocean landings said to be reduced. Moreover in either alternative, launches would be allowed that use expendable first stages that fall into the ocean and are not recovered (see Page 2-34, lines 7-8 and footnote 23).

BR-73

Electricity infrastructure: Re-examine the estimated figure of 31 million kWh per year of electrical use and recheck the infrastructure requirements. Page 3-72, lines 20-27 discuss infrastructure for electricity, however, it does not indicate whether this infrastructure will be sufficient to support the supposed 31 million kWh per year of electrical use described on Page 2-16, line 28-29. The 31 million kWh per year figure seems high, so this should be rechecked before reconsidering the infrastructure requirements. On Page 5-8, lines 6-16: The proposed electricity use of 31 million kWh per year is a very large amount – enough to power the electricity use of a community of 2,700 people in the United States, with all its residences, businesses, services, industries, and government. It would seem that if

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development occurs outside the spaceport, but on the approach to it, greater capacity will be needed for electric generation and transmission. This could result in a cumulative impact that requires replacement or enhancement of existing infrastructure and generating capacity. Again, check the electricity use figures used in the DEIS and correct these as necessary. 31 million kWh per year seems high.

PA-69
NR-05

Mitigation (Ch 6.10) -- Recommend LEED building design: Chapter 4.10 recommends using the principles outlined in LEED building design for Spaceport Camden. Strengthen this recommendation by including it in mitigation. Page 4-67, lines 26-27 recommends using the principles of Leadership in Energy and Environmental Design (LEED) for Spaceport Camden. This recommendation should be included the mitigation section (Page 6-5).

VE-37

Mitigation (Ch 6.10) – Groundwater safety: Groundwater testing for brownfield toxins in groundwater taken from any depth for any purpose is needed both before it is used and frequently thereafter. The overall amount of groundwater use is not a great concern (Page 4-66, lines 19-32; Page 4-126, lines 28-34), but the possible contamination of that water is. Some shallow groundwater at the proposed site is known to be highly contaminated, and more may be found upon careful inspection. Even a remote possibility that geological cracks and fissures have already allowed contaminated shallow groundwater to penetrate into the deeper aquifer below it creates a need for health and safety assurances based on frequent water quality monitoring. Contamination of the supply can also occur without geological fissures and cracks if the existing well-casing is not well sealed. Polluted shallow groundwater can move downward along the outside of the well casing and ultimately into the intake of the pipe. Finally, the typical cone of depression that forms around the intake during pumping can draw shallow groundwater through permeable layers toward the well. The proximity of contaminated groundwater to the cone of depression should be identified and its movement toward the water intake should be monitored.

MT-18

11. NOISE AND NOISE-COMPATIBLE LAND USE

The accompanying study (Appendix C) seems well done. It examines a “medium lift class launch vehicle” (MCLV) (Appendix C, Page C-5). The description of the thrust used in the analysis is in the medium-large payload range, so seems reasonably applicable to the proposed action. However, the mitigation section (Chapter 6.11, Page 6-6, lines 2-3) is extremely sparse and seems wholly inadequate. The suggestion to minimize trajectories over populated areas has little meaning in this case given the range of trajectories always appear to involve the same affected population. Minimizing nighttime launches seems ineffective since they are said to only occur once per year anyway (though that could be reduced to zero, or to once every two or more years). We offer our mitigation recommendations in the comments below:

Assurances about vibration- and shock wave-induced movement of toxins to adjacent waters: Give evidence that noise, vibration, sonic booms, or explosions during mishaps will not accelerate movement of RCRA landfill toxins or toxins from the Bayer CropScience property. Give the decisionmaker all the evidence that noise, vibration, sonic booms, or explosions during mishaps will not accelerate erosion of the bank of Todd Creek (page 4-75, lines 9-10), or mobilize toxic groundwater associated with the RCRA landfill or the lesser known Bayer CropScience spray field. This is highly relevant to the brownfields issues at the site (see our comments about section 7. Hazardous Materials, Solid Waste, and Pollution Prevention).

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HW-55

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Noise damage to double-pained windows: **Damage to the seals causes fog between the panes. Damage occurs at much less force than window breakage, but the repair cost is similar.** An impact of noise that is not mentioned is damage to the seals in double-paned glass windows, now commonly used to enhance home insulation. Damage to the seals causes the windows to fog between the panes. This damage occurs at much less force than window breakage, but the repair cost is similar. Please include an estimate of damage to the seals of double-paned windows so that damage claims by the uninvolved public may be easier to make if window fogging occurs as a result of normal launch-induced vibrations, sonic booms from landings, or shock waves from mishap explosions.

NC-22

Noise exposure to “authorized persons”: **Exposure to noise of “authorized persons” on Cumberland and Little Cumberland Islands should be addressed.** The notion of allowing certain people not involved with spaceport operations to remain on these islands during launches and landings creates a concern about their health and safety from exposure to noise. The final EIS should contain appropriate comments on the potential for hearing damage or simply for failure to hear important safety messages, such as warnings that may be issued by text, telephone, or loudspeaker. Wearing hearing protection could also interfere with receiving otherwise audible messages. Mitigation may need to include hearing protection, hearing safety education, and visual warning methods. Include damage from explosion-induced shockwaves emanating from launch or landing failures. Although such failures may be rare, hearing loss is a vital consequence

NC-23
SA-08

Noise from mishap explosions and crashes: **Analyze disturbance to wildlife, hearing loss, damage claims to windows and structures, Todd Creek bank erosion, and movement of toxic groundwater.** As mentioned in our comment on *Risk Analysis* in first section of this document (Comments on General Organization and Content), shockwaves from explosions and crashes associated with launch and landing failures is a type of noise that has not been adequately examined. Failure-induced shockwaves should not be dismissed because they may be unlikely because the consequences are so great that planning seems warranted. The risk analysis can be based on the best estimates of professional analysts with access to failure statistics. If such statistics are not available, then the uncertainty rises. Uncertainty of the chances enhances the perception of risk that drives an even greater need for analysis. Risk analysis given uncertainty about the chances of an event is typically done by using a range of failure estimates.

BR-15
HW-26
NC-24

Noise Mitigation –limit duration of the construction phase: **Limit duration of construction with delay penalties in contracts that can be used to fund wildlife and wilderness management.** A requirement that construction be limited to a certain reasonable duration (15 months) with financial penalties if longer, would be valuable mitigation. Penalties could fund wilderness management on Cumberland Island and wildlife management at the spaceport (to offset noise disturbance to people and wildlife productivity during construction).

MT-19

Noise Mitigation – prevent night and weekend construction: **Contracts should specifically disallow night and weekend work. A lack of significant impact is based upon such assurances.** Construction contracts should specifically disallow night and weekend work. Oft-repeated assurances in the draft EIS say construction will not occur at night. Disallowing night time construction work should be a mitigation requirement because a lack of significant impact seems based upon those assurances. If financial penalties for failure to meet construction deadlines are in a construction contract (see previous comment), and night and weekend work is not disallowed, then night and weekend work seems more likely,

—MT-20

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especially as deadlines approach. To prevent night and weekend work, construction contracts must be written accordingly.

—MT-20

Noise Mitigation – Identify where to make damage claims: **Damage claims may range from damaged windows and historical sites, to claims for damaged hearing and disrupted wilderness experience.** Mitigation should require that the Spaceport Camden authority identify where damage claims are to be made, what remedies are available, and the sources of funding for those remedies.

MT-21

Noise Mitigation – Night launches: **Strengthen the assurance that no more than one nighttime launch could be allowed per year by disallowing it, rather than having it trigger the need for a supplemental EIS.** The proposed action states that “One of the 12 launches could be a night launch” (Page 2-21, lines 4-5). Presumably no more than this could be allowed without a supplemental EIS. Alternatively, for a more effective mitigation of night noise, the Final EIS can expressly disallow more than one night launch and landing per year, thereby averting unsuitable launch applications once that quota had been filled in a given operation-year.

MT-22

12. SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, & CHILDREN'S ENVIRON. HEALTH AND SAFETY RISKS

Interruption to ocean-based commerce: **Quantify the economic consequences of expected interruptions to ocean-based commerce (commercial fishing, shellfish farming, and shipping to and from Brunswick).** Closures along the flight corridor interrupt various socioeconomic activities from the launch point to the extremum in the open ocean, hundreds of miles offshore where expendable launch vehicles are allowed to fall, or first stages are landed on barges. These temporary closures can interrupt commercial seafood harvest of clams, oysters, shrimps, and fishes in coastal Georgia, interfere with tending clam and oyster farming operations on aquaculture leases under the flight corridor, and slow the transfer of shipped goods to and from the Port of Brunswick and other ports where shipping lanes must wait to cross closure areas. The interruptions may seem relatively short, but they have financial consequences to industries that must keep tight schedules, or are operating in a cash-flow manner where equipment is mortgaged and payments are due. The Final EIS should quantify the economic losses to ocean-based commerce caused by closures along launch-vehicle flight corridors.

SO-21

Damage to seafood harvest: **Discuss potential for damage from spaceport operations (including mishaps), and recommend compensation of lost income to commercial fishers.** The ocean and estuarine waters along the proposed range of launch vehicle flight corridors include large areas used gathering seafood for commercial, recreational, and subsistence use. Major seafoods in the vicinity of the proposed spaceport and flight corridors include shrimps, crabs, oysters, clams, and several finfishes (e.g., seatrouts, flounders, white catfish, drums, snappers, groupers, and seabasses). A section should be devoted to fishing and seafood gathering in Chapters 3.12, 4.12, 5.3.12, and 6.12. The Final EIS should consider the potential for damage both to commercial clam and oyster leases and to public shellfish harvest areas caused by the spread of toxins from an accident site into such areas by way of estuarine and tidal circulation.

Toxic runoff and seepage from spaceport operations or from the adjacent RCRA landfill, and toxic releases from catastrophic mishaps of launches and landings could pollute oyster and clam beds. These beds require excellent water quality in order to remain open. Moreover, should the toxic groundwater under the RCRA landfill reach Todd Creek, serious contamination of the entire Satilla River

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estuary could result (see our comments about Hazardous Materials, Solid Waste, and Pollution Prevention). Toxin release from the RCRA landfill could damage commercial, subsistence, and recreational fishing, as well as tourism.

Furthermore, subsistence fishing and shellfish harvest support some families and children in Camden and Glynn Counties. Damage to approved harvest areas or to the safety of fishes may disproportionately impact those who depend on subsistence catch and harvest. Mitigation could include an effort to identify those at risk, notify them of launches and spill emergences that may impact the safety of seafoods harvested from the vicinity of the Spaceport or flight corridor.

Commercial shrimping must be suspended during launches, which may affect income enough to require some sort of compensation to affected shrimpers, as indicated in the thesis of Rossiter (2017), available at: https://getd.libs.uga.edu/pdfs/rossiter_ian_r_201712_ms.pdf. An executive summary of this work may be obtained from Dr. Mark Risso, Director, Marine Extension and Georgia Sea Grant, University of Georgia, Athens, Georgia (document is entitled, “*Independent Research Executive Summary: Charting Contentious Spatialities Between Commercial Shrimping and Spaceport Industries*”).

Damage to shellfish farming research: **Research must be suspended during launches, which could affect present and future shellfish farming income. Require compensation for lost research data.** Oyster and clam farming is being developed in Camden County on aquaculture leases from the State of Georgia. In addition, newly approved beds of clams and oysters are open for public harvest under the proposed launch vehicle flight corridors associated with Spaceport Camden.

Shellfish farming and shellfish farming research must be suspended during launches, which could affect present and future shellfish farming income. Mitigation could include compensation for lost income and research data. Our comments about Farmlands reiterate these concerns and suggestions.

Forestry: **The section on Forestry needs work to accurately reflect the importance of forestry to the economy of southeastern Georgia.** Pages 3-82 and 3-83: This entire paragraph on Forestry is very poorly written. Forestry is very important to the economy of coastal Georgia. It should be treated with far greater care than shown in this paragraph (see some suggestions in the Typographical errors section below). Forestry, primarily pine silviculture, is the prevalent land use in the county and region. Forest practices produce a variety of wood products from cellulose fiber and turpentine chemicals to saw timber. Wildlife is an important feature of managed forests, including those adjacent to the proposed spaceport. Wildlife management in forests includes hunted wildlife, especially deer, and species of conservation concern, such as gopher tortoises and indigo snakes.

Land in pine silviculture is abundant both east and west of US 17 (not just west as stated on Page 3-83, line 6). Harvestable pine plantations are found in many locations not zoned as agricultural land use. The spaceport property itself includes some land in silviculture, as pointed out on Page 4-32, lines 9-11. Managed forests nearly surround the spaceport as well, all of which are east of US 17.

Addressing scoping comments: Page 4-90, lines 11-24 -- **Thank you for addressing some important scoping comments. Such would be highly appropriate and much appreciated if done in all sections of this EIS.** We have been dismayed by the lack of appropriate treatment of important and relevant scoping comments submitted during the Public Scoping period in January 2016. We very much appreciate the consideration of a few of these in this section. We request that similar effort is made in all sections of the Final EIS to explicitly address key scoping comments in a similarly overt manner.

MT-16

— SO-10

PA-21
PA-28
SO-10

SO-37

NP-18

O0016

"Authorized Persons": Whether or not these authorized persons could remain in the Overflight Exclusion Zone must be clearly communicated to everyone involved. Such does not seem allowable under FAA safety rules, so we question how authorized persons are defined and how rules may be modified if required (see our comments about *New Safety Terminology* in the first section of this document (Comments on General Organization and Content). In addition, the notion of a VIP launch-viewing pass may not seem like sufficient compensation to those who want to leave the islands or would be required to relocate during launches.

SA-08
SA-16

"Significant unmitigated impacts": Drives the need to provide principles of significance determination. We strongly feel that the principles used to find significant impacts and drive mitigation actions should always be shared with the readers of any EIS. Moreover, it should be certain that the EIS preparers and the FAA's decisionmakers share the same principles and concepts of significance determination.

NP-49

Page 4-93, lines 28-29 about Environmental Justice use the phrase "no significant unmitigated impacts." This phrase is repeated for Children's Environmental Health and Safety Risks on the same page (line 31), and again twice on Page 4-96 (lines 25 and 32). In similar significance conclusions about other resource categories, a phrase "no significant adverse impacts" is used (e.g., Page 4-25, lines 15-16; Page 4-127, line 14 and 17), and in other places the phrase is simply "no significant impact" (e.g., Page 4-25, line 21; Page 4-26, line 27), or no significant xxx impact (e.g., xxx= "noise" on Page 4-90, line 5).

The idea that significant unmitigated impacts may be distinct from other significant impacts is one reason that we request an authoritative statement about the principles of significance determination and the meaning of impact mitigation as used in this EIS (see *Principles of findings of significant impact* under Comments on General Organization and Content at the beginning of this document). Although no findings of significant impact occur, many mitigation steps are recommended. This adds to the confusion about whether there are significant impacts that must be mitigated or the impacts for which mitigation suggestions are offered are truly insignificant impacts without implementing the mitigation suggestions (such that the mitigations mentioned could seem like optional suggestions rather than essential).

Mitigation -- Notifications: Commercial clam and oyster farmers must be notified of launches. To be thorough, the mitigation on Page 6-6, lines 13-14 should explicitly include notification of clam and oyster farmers and associated researchers in addition to commercial fishermen so that those involved in these important socioeconomic activities can better schedule their work around launch days.

MT-16

Mitigation -- Disruption: Page 6-6, lines 15-16: Explain some of the aspects of coordination with management that are needed in order to reduce disruption. Specific elements to be covered with coordination with the management of Cumberland Island would be most welcome, especially considering the necessary distinction between "authorized persons" and others. An important aspect is how to locate these different categories of people at the proper time and lead them effectively to safe zones. The situation seems inherently disruptive and very difficult to manage.

PA-58
SA-06
SA-08
SA-11

Children's Health & Safety Risks: Consider the 80 dBA L_{Amax} noise level impact to children at Camp Jekyll on Jekyll Island. Sound reaching Camp Jekyll is within the 80 dBA L_{Amax} noise contour (Exhibit 4.11-2, Page 4-77). Children's hearing sensitivity may cause annoyance, and camp activities may be disrupted by launch noise. Please address the amount of disruption and whether any hearing damage is possible to children. Education of parents and children at Camp Jekyll, schools, and community gatherings may help mitigate these impacts. Whether or not hearing protection is needed at this sound level should also be stated.

NC-25
SO-39

O0016

The National Institutes of Health reports that sounds above 85 dBA can induce hearing loss <https://www.noisypalnet.nidcd.nih.gov/parents/too-loud-too-long>. See also <https://www.entnet.org/content/noise-induced-hearing-loss-children>. Children live at Harriets Bluff which is within the 85 dBA L_{Amax} contour. Please address hearing loss probabilities within the 85 dBA L_{Amax} contour. Recommend hearing protection and education as appropriate.

NC-26
SO-39

Children's Health & Safety Risks: Consider **Impacts to children by the total sound energy within the 111 dB L_{max} contour.** Children live, play, and study at points within the 111 dB L_{max} contour. The total sound energy may vibrate windows, shake items, and be felt by children in addition to the disturbance caused by hearing the sound. Such vibrations and shaking may be disruptive to learning and be frightening. Mitigation could include education of parents and children in community centers, schools, and day care facilities about the intensity and duration of disturbances, with appropriate assurances about health and safety.

NC-25
SO-39

13. VISUAL EFFECTS

Praise for the Visual Effects sections: The region and various spaceport design considerations are treated with great care for visual impact and night lighting. In general, the sections of this draft EIS that concern Visual Effects treat the region and various spaceport design considerations with great care for visual impact and night lighting. It seems to be among the best work given in the draft EIS – an example for other sections to achieve. Page 4-117, lines 25-27 recommends using LEED program for designing facilities. This recommendation should be repeated in the mitigation section (Section 6.13). Page 6-6 details some of the components of the “Artificial Lighting Management Plan.” The lighting plan should be coordinated with the USFWS Lighting Management Plan for consideration of disturbances to nesting and hatching sea turtles and to other wildlife.

VE-37

ED-02

Unfortunately, the recommended web link is broken to the Bureau of Land Management about paint color selection techniques for structures. Use of native plants with low irrigation requirements is recommended, as is using existing utility corridors for new utility infrastructure. Thankfully, these professionally done sections on Visual Effects never suggest that offensive views be mitigated by changing one's “viewing angle” as suggested in the section on impacts to Land Use (Page 4-57, line 32).

One concern raised, however, is the choice of viewpoint location used on Little Cumberland Island (Viewpoint No. 14 in Exhibit 3.13-3 and Table 3.13-1). The only point on Little Cumberland Island was on the east side of the island where views of the spaceport are blocked by terrain and forest (Table 3.13-1). The most offending view of the spaceport to residents of Little Cumberland Island would be from the west side, where viewers would have a view similar to that experienced at Cumberland Wharf (Viewpoint No. 4 in Exhibit 3.13-3 and Table 3.13-1). Please expound upon the view that the many property owners on Little Cumberland Island will have when they visit that side of this small island.

VE-38

14. WATER RESOURCES

Wetlands: Compliance with existing wetlands protection laws should be sufficient for mitigation of damage to isolated wetlands within the uplands of the construction ROI. However, greater protection may be warranted due to the tidal marshland and surface waters adjacent to the spaceport. The usual protective and mitigation processes involved with complying with Sections 401, 402, 404, and possibly 313 and other parts of the Clean Water Act, as required in Georgia, seem sufficient to protect and

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mitigate damage to the freshwater wetlands disturbed on the site, and concerning sediment and pollutants entering adjacent waters. However, greater protection may be warranted in Georgia for the tidal marshland adjacent to the spaceport. One mitigation suggestion is to reserve a wide, protective upland zone between any spaceport activity (including mowing and pruning) within 200 ft of the normal high water mark in the adjacent intertidal zone. This kind of protective zone will help maintain high quality estuarine water, protect the essential fish habitat associated with salt marsh ecosystems adjacent to the spaceport, and will help preserve the opportunity for future designation of the Satilla River estuary as a Wild & Scenic River. The wide zone to protect tidal marshland could be added to the section on wetlands mitigation (Page 6-9).

On a separate issue, note also that the State of Georgia claims ownership of tidal marshland under its Coastal Marshlands Protection Act of 1970 (Page 3-106, lines 14-17). "The State holds title to the beds of all tidewaters within the State up to the high water mark, except where a private party's title to a tidal waterbed is based on a valid Crown or state grant. Black v. Floyd, 280 Ga. 525, 630 S.E.2d 382 (2006); OCGA § 52-1-2." Any proposed use of tidal marshes for spaceport operations, including as safety, security, and environmental buffers seems likely to be subject to negotiation with the State of Georgia.

WR-13

PA-08
WR-14

Groundwater: Concerns about the hazardous groundwater associated with the RCRA landfill and Bayer CropScience spray field are paramount. The amount of groundwater withdrawals proposed seems very small compared to typical urban and industrial withdrawals in southeastern Georgia. However, concerns about the hazardous groundwater associated with the RCRA landfill are paramount. Mishaps of launches and landings may damage the landfill more than the preliminary vibration study indicates (Page 4-128, lines 9-13). Moreover, given the history of hazardous waste disposal onsite, groundwater withdrawal onsite or in adjacent sites, withdrawn from any depth and for any purpose, may warrant safety monitoring. Such monitoring should be included in the water resources mitigation section (Chapter 6.14). Presently, no subsection on mitigation of groundwater issues appears there. The requirements of the Georgia Brownfields Program for groundwater seem appropriate to mention in groundwater mitigation. These comments about testing groundwater also apply to the mitigation section on Natural Resources and Energy Supply (Chapter 6.10). See also our comments about groundwater given in the section of this document about Natural Resources and Energy Supply.

WR-18

Wild & Scenic Rivers: The Final EIS should consider protection of the potential for designating the Satilla River estuary as a Wild & Scenic River (consultation with the NPS, acknowledging the proper boundary of the estuary, providing a wide upland buffer zone). Wild and Scenic Rivers get special protections. The Satilla River is listed in the Nationwide Rivers Inventory (NRI), as described on Page 3-114, lines 4 through 10). Rivers listed in the NRI (Nationwide River Inventory) also get some protections: Federal agencies are to avoid or mitigate action that adversely impact NRI-listed rivers. Lights, noise, and buildings evident at the proposed spaceport will disrupt the scenic qualities of the estuary. Spaceport structures and operations could place in jeopardy the future ability to designate the Satilla River estuary as a Wild & Scenic River. Therefore, mitigation steps are needed to limit impact so that future designation remains possible. The DEIS acknowledges a need for protecting this NRI status on Page 3-101, lines 37-40.

WR-19

However, no record appears in the DEIS of an attempt to contact the National Park Service about the Satilla River listing in the NRI. Contact for consultation about NRI rivers seems to be a requirement of FAA Order 1050.1F (see Section 14.5 of the FAA 1050.1F Desk Reference). Moreover, if the FAA finds no significant impact on river, they must send a letter of documentation to the regional NPS office.

NP-19

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If there is potential for impact, the FAA must request assistance from NPS to do the analysis. All of this should be documented in the Final EIS.

NP-19

Continued effort to seek Wild & Scenic status for the Satilla River estuary is desired by many stakeholders now using, restoring, and protecting the estuary (e.g., the Satilla Riverkeeper organization and other environmental non-profits operating in southeastern Georgia and along its coast).

In order to protect the potential of the estuary to be designated Wild & Scenic, the correct boundary of the Satilla River estuary should first be recognized. The boundary implied in the draft EIS is too narrow and seems only to include the main channel of the Satilla River (Page 4-125, lines 5-6). However, the full breadth of the estuary is defined as the river expands into a multi-branched, intertidal and subtidal estuary. The Satilla River as it exists near the proposed spaceport is more accurately represented as a delta on Page 4-101, line 5 (and Page 4-112, line 14; Page 3-91, line 34; 3-100, lines 13 & 26; 3-101, line 37), however, even this description can be improved as follows: The estuarine boundary of the Satilla River as described by most estuarine scientists would at least include all intertidal and subtidal waters below the normal high water mark that lie between the uplands of Floyds Neck and Hazzards Neck and extending eastward to include all such waters between Floyds Neck and Cumberland Island and Hazzards Neck and Jekyll Island, including all estuarine hammocks and islands and the ocean inlet at St Andrews Sound.

WR-05

Presently, the water resources mitigation section of the draft EIS contains no subsection on mitigation of damage to the potential for the Satilla River estuary to receive designation as a Wild & Scenic River. Mitigation could recommend the use of very wide upland zone ($\frac{1}{4}$ mile) between spaceport facilities and maintenance operations and the edge of the intertidal waters of the estuary (defined by the normal high water mark), except as needed to patrol. However, mowing and pruning of vegetation in this zone should be minimized so that the upland edge habitat is preserved for nesting birds and roaming animals, the adjacent intertidal areas are protected better from pollution originating on spaceport property, and the view of spaceport structures, lighting, and operations remains as obscured as possible from Satilla River estuary.

—WR-13

THREE LISTS OF BRIEF ERRORS FOLLOW

Three lists of errors are provided: A) Factual Errors; B) Brief Statements that are Confusing, Incomplete, or Concerning; and C) Typographical Errors). The collection as a whole can greatly interfere with comprehension by the decisionmaker. We encourage correction of all these.

A) FACTUAL ERRORS

A large number of small factual errors can damage the quality of a decision. In many of these instances, the EIS preparers seem unfamiliar with the local area. Correct all of these factual errors before the decisionmaker sees the final EIS.

1. Ownership of the tidal marshlands is claimed by the State of Georgia under the Coastal Marshlands Protection Act. It is unlikely that Union Carbide Corporation or Bayer Crop Science presently owns any of the roughly 10,600 acres of tidal marshland depicted in the following descriptions that refer to the 11,800 acre area, and the exhibits that illustrate the supposed property boundaries: Exhibit ES-2

—PA-08

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- (Page 6); Exhibit 2.1-1 (Page 2-3); Page 4, line 42; Page 5, line 2; Page 1–3, lines 19; Page 2-2, lines 3-12 and the inset box; Page 2-35, lines 20-22; Page 3-33, line 20; Page 3-64, line 17; Page 3-106, line 34; and Page 4-56, line 9. PA-08
2. *Contradictory Wording:* Table ES-1 on page 18 of the Executive Summary states that not enough information has been made available to determine constructive use of Cumberland Island, but Section 6.5 on page 6-3 (Lines 13-21) indicates a preliminary determination of no constructive use. Correct the contradictory wording in the EIS about the Section 4(f) status of Cumberland Island so that the decisionmaker can fully understand the potential for “constructive use” of Cumberland Island National Seashore before making a decision or determining mitigation measures. SF-06
3. Page 1-3, lines 18-19. The property for the proposed spaceport is mischaracterized in this sentence (though it is more accurately depicted later on Page 2-2). The entire proposed spaceport site as outlined (without Bayer CropScience property) has only about 1,400 acres of uplands (not 11,800 acres). In addition, the 11,800 acres referenced is not all claimed by Union Carbide Corporation. Most is claimed by Bayer CropScience (and the State of Georgia claims all the marshland, which occupies roughly 80% of the 11,800 acres mentioned). PA-08
PA-13
4. Acreages are inconsistently and inaccurately given. Tract sizes are important to get right, given several difficulties with site layout, buffer zones, and the large amount of tidal marshland that is likely of disputed ownership (claimed by the State under Georgia’s Coastal Marshland Protection Act of 1970). Large inconsistencies of acreage are stated for the proposed spaceport site, the amount of uplands present, and the uplands on Union Carbide land and on Bayer CropScience land. Approximate acreage is easy to check with GIS software, such as Google Earth. Acreage within the proposed site boundary is roughly 1,400 acres, correctly stated in Appendix G (Soils and Geology). However, several places in the document claim the upland portion is 1,200 acres (Page 2-2, line 7 and inset box; Page 4-56, line 10). The difference is not due to the presence of wetlands within the boundary. The Wetlands Delineation Report (Appendix H) identified only 3.6 acres of wetlands within the proposed site boundary. The uplands of the adjacent Bayer CropScience land cover about 800 acres. The total upland area that could be included in an expanded spaceport (including Union Carbide and Bayer CropScience property) totals about 2,200 acres. Statements are incorrect that claim 4,000 acres of uplands at the site (Page H-4), and 11,800 acres of uplands (Page 1-3, lines 18-19), or 11,800 acre footprint of the spaceport (Page 3-33, line 20). PA-08
PA-13
PA-59
5. Page 26 (last six lines in Table ES-1); Page 4-25, lines 12-13; and Page 4-125, lines 5-6. The statement that the Satilla River is “located more than 1 mile from proposed construction activities” is incorrect. Because the Satilla River is on the National Rivers Inventory (NRI), its proximity to the proposed spaceport must be considered accurately. Estuaries can be included in Wild and Scenic River designations (See NPS Reference Manual #77 for Wild and Scenic River designation: <https://www.nature.nps.gov/rm77/specialdesignations/Rivers.cfm>). Few estuaries qualify for this status, however, because they are usually heavily populated with residences and coastal industries. The Satilla River estuary is an exception. The estuary is well qualified for Wild and Scenic status because of the lack of development on it. Therefore, we ask that the decisionmaker consider this potential whether or not an NPS consultation has been completed about the Wild and Scenic River potential of the Satilla River estuary. NP-19
WR-05
WR-19
WR-20
6. Page 2-6, lines 7-9 and Exhibit 2.1-4; also Page 2-34, line 3: launches and landings do not use the same trajectory range as the returning first stage flies closer to the landing pad. This is because the landing pad is displaced from the launch pad by about 1.5 miles southeast of the launch pad. This is particularly relevant to consideration of impact of a landing mishap on the control of toxins from the RCRA landfill nearby. Correct this statement as well as the illustration given in Exhibit 2.1-4. Also NP-44

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- give the elevations over Cumberland Island and Little Cumberland Island that would be allowed for an overflight of the returning first stage.
7. Exhibit 2.1-8 (Page 2-15) gives a misleading representation of the size of the first stage that may be landed at Spaceport Camden. The illustration substantially underrepresents the size of the first stage on the landing pad. Scale the first stage drawing to fit the description given on Page 2-22, lines 11-19, namely, 10 to 14 feet diameter, 125 to 175 feet tall.
8. Page 2-16, lines 24-31, and footnote 15; also Page 4-66, line 13; and 4-67, line 1. Incorrect electric power units. Electric power units are either volt-amp hours per day, or just volt-amps. The unit “volt-amps per day” is incorrect. Change all occurrences of this incorrect unit to one or the other correct choice, depending on what is meant. In addition, the estimated annual power requirements during launch site operation of 31 million kilowatt hours per year (line 28) seems excessive. This is enough power to supply an average US town of 2,700 people with all of their residences, industries, businesses, government, and other organizations. Given the lack of confidence caused by incorrect use of electric power units, have an electrical engineer double check all electricity use figures and the computations used to arrive at them. Finally, in footnote 15, indicate the power factor (i.e., power efficiency) used in the conversion of actual volt-amps to apparent watts.
9. Page 2-23, lines 14-22: Simplify this paragraph. It is wordy, hard to follow, but says very little, and it seems to stray from the topic at hand (vehicle assembly).
10. Page 2-34, line 17: The statement about the land-based mobile crane applies only to dock landings. Clearly state that landing pad landings will require the mobile crane at the landing pad, not the dock area. This is an important distinction given the need for roadways that can support the mobile crane and its cargo.
11. Page 2-37, lines 19-22: Incorrect statement about the need for heavier road in the Ocean-Landing Only Alternative. As described on Page 2-16 (lines 1-4), a heavy road to the dock will be needed for offloading a returning first stage from the barge. Correct this, and also check the figure of 11,250 linear feet of heavier road used in line 22 (see next comment).
12. Page 2-38, lines 6-9: Line 22 on Page 2-37 states the reduction of heavier road would be 11,250 ft rather than 5,280 ft. This difference may be the erroneous idea on Page 2-37 that the heavy road to the dock would not be needed with the Ocean Landing Only alternative (see previous comment). Find the source of the error and correct this inconsistency. This same error may have been repeated in the calculation of less pavement needed for the Ocean Landing Only Alternative in the Natural Resources (Section 4.10.2.1, Page 4-68, line 16). Check this and correct it there too.
13. Page 2-42, lines 6-9. It is incorrect to refer to the general upland area between the Satilla River estuary and Crooked River as “Harriets Bluff.” This area is instead known as “Floyds Neck.” Harriets Bluff is a small community on Crooked River in the southeastern part of Floyds Neck. Although a developer may refer to the West Site as part of Ceylon, historically Ceylon was much further west. Latitude and longitude (Lat-Long) for historical Ceylon is approximately 30deg57'42"N, 81deg39'2"W. Lat-Long for Harriets Bluff is in the vicinity of 30deg52'30"N, 081deg35'W. See USGS 7.5 minute topo maps for Harriets Bluff, for Kingsland NE, and for Woodbine to find more accurate place names.
14. Page 3-5, lines 5-6: Correct this incorrect overstatement, “Only emissions occurring below 3,000 ft AGL....” For example, ozone-depleting chemicals released in the stratosphere increase UV radiation to the Earth’s surface, causing increased rates of skin cancer. Ozone depletion is a human health issue of international stature. The 3000 ft limit involves the conceptualization of the major mixing layer only, in which release of toxins, mutagens, or carcinogens can readily mix downward and thereby affect human health. The 3000 ft limit, however, is not intended to cover all human health

NP-44

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PA-62

-PA-63

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- concerns from impacts to the atmosphere. Ozone-depleting chemicals and greenhouse gases affect human health and well-being well above 3000 ft.
- 15. Page 3-12, line 8: replace “e” with “a” to make the correct spelling “Quercus geminata.”
 - 16. Page 3-13, lines 1-5: The section title (line 1) is incorrect or is a misnomer. In either case it requires a change. The description below the title (lines 2-5) is not of a tidal marsh, which is regularly flooded by tides, and would not be accurately described as “infrequently flooded.” Moreover, the description is of a terrestrial wooded community, perhaps hammock islands surrounded by tidal marsh. Change the title to match the description.
 - 17. Page 3-19, line 14: Change title to “Submerged Vegetation.” Seagrasses are absent in Georgia.
 - 18. Page 3-25, lines 5-6: Non-standard use of the term phylum. Almost all species of animals are invertebrates. Marine invertebrates are taxonomically classified in 34 phyla including Chordata (the one phylum that also has all the vertebrates). All phyla are likely represented in the ROI except perhaps the Placozoa, which may not yet have been found there, but have been found in South Carolina and elsewhere in Georgia (Pearse and Voigt 2007).
 - 19. Page 3-27, line2. Hydrofluorocarbons should not be in a list of gases used primarily in niche industries. They are the main gases used for refrigeration and air conditioning worldwide, including in the US. They are produced in large quantities.
 - 20. Page 3-27, line 6. Because air conditioning and refrigeration units will be used at the site, state why hydrofluorocarbons can be excluded from the GHG analysis (or else include it).
 - 21. Page 3-30, Section 3.4.3.1. Most of the description of the Satilla River Marsh Island Natural Area is about the Satilla River, but is not particularly relevant to the designated area, which is in the Satilla River estuary. Include an accurate description of the estuary. Such a description would help in other regards as well, such as accurately depicting the proximity of the spaceport to the estuary, and the work of the tides in mixing salt and fresh waters and contaminants in all directions.
 - 22. Page 3-65, line 18. The creek mentioned on this line is clearly not Fancy Bluff Creek (which is roughly 16 miles to the north in Glynn County). The creek mentioned on this line may be Crooked River, or it could be smaller tributaries to Crooked River, such as Grover Creek or Black Point Creek. Google Maps erroneously calls many creeks in Camden County Fancy Bluff Creek. Please do not continue this error. Instead, take all creek names from NOAA coastal navigation charts (e.g., NOAA chart 11504) or USGS topographic charts (e.g., USGS Kingsland NE quadrangle).
 - 23. Page 3-71, lines 21-22, which state that natural gas will not be used for heating, contradict the statement on Page 3-70, line 7, in which natural gas is said to be used for heating. Accurately report the energy source that will be used for heating during both construction and operation.
 - 24. Page 3-82, lines 21-23. No rainbow trout or brown trout are in the Cumberland River. The Cumberland River in Camden County, Georgia is a warm, saline, tidal estuary, not a cool mountain stream. Popular species caught there include spotted seatrout, channel bass (also known as red drum or spot-tailed bass), southern flounder, summer flounder, and striped mullet. Striped bass were mentioned, and would be a very rare catch.
 - 25. Page 3-84, line 4 and line 6 and throughout Tables 3.12-5 and 3.12-6: Change “City” to the lower case “city” or use “City of ____.” For example, Woodbine should be the City of Woodbine. It is not Woodbine City.
 - 26. Exhibit 3.13-1, Page 3-93: Photo N is incorrectly identified as “Satilla Creek.” It should say “Floyd Basin.” No creek in the vicinity is named Satilla Creek. Use NOAA coastal navigation charts to check estuarine creek names.
 - 27. Page 3-102, line 25: Change “Dover Road” to “Dover Drive.” There is no Dover Road in Camden County. Also insert “and” before “on Piney Bluff...” Dover Road is neither on Piney Bluff, nor on Dover Bluff. Dover Bluff Road and Piney Bluff Road intersect, but light from the Spaceport is likely

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- to go unnoticed from that point except perhaps as diffuse light over the forest on Piney Bluff. VE-40
- However, light from the spaceport would surely be seen from the houses at the southern part of Piney Bluff and from southern facing parts of Dover Bluff.
28. Page 3-107, lines 4-7. The tidal marshes around the proposed site of the spaceport are in a warm, saline, tidal estuary (the Satilla River estuary). The large areas of tidal marshland referenced in the text are characterized by smooth cordgrass (*Spartina alterniflora*) and black needlerush (*Juncus roemerianus*). Very little, if any, of the tidal waters around the proposed spaceport site are fresh enough to support soft rush (*Juncus effusus*) or broad-leaf cattail (*Typha latifolia*) in the tidal marshlands, however these species may occur in isolated freshwater wetlands within the adjacent uplands. WR-21
29. Page 3-107, line 39: Final versions of the FEMA flood insurance maps are now available. Contact Mr. Scott Brazell, Community Rating System manager in Camden County [(912) 510-4320]. WR-22
30. Page 3-109, line 21: The Satilla River is incorrectly described as a tidal river. It is a very large river that drains a watershed that reaches hundreds of miles inland and touches all or parts of 13 southeastern Georgia counties. It has a tidal estuary, which includes the portion immediately adjacent to the upland of the proposed spaceport. WR-05
WR-23
31. Page 3-109, line 23-25: Omit the phrase “with limited fish species diversity due to extreme variations in flow and the relatively homogenous habitat within the river system.” This is not a defensible statement and gives no authoritative references for the presumed rationale. It is no more extreme in flow variation than other blackwater coastal plain rivers. The habitat is no more homogenous than others. Moreover, the definition of habitat generally includes the spatial and temporal variation experienced by a given organism in its environment, so to claim extreme variation in flow and homogenous habitat is contradictory. The phrase incorrectly and negatively flavors the value of the river’s species diversity and habitat, which is sufficient to have placed the river in the Nationwide Rivers Inventory of rivers with potential to be named Wild & Scenic. The Satilla River is one of the most popular fishing destinations in Georgia. WR-05
32. Page 3-109, line 25: Omit the word “does” because it flavors the sentence incorrectly (and add and “s” to the verb to make “supports”). The Satilla River is among the most popular fishing destinations in Georgia. Its fresh waters are famous for plentiful and large redbreast sunfish, and the river contains many other freshwater and estuarine species desired by fishers.
33. Page 4-12, line 2: No seagrasses are in Georgia. Fresh and brackish submerged vegetation exists in Georgia, but probably nowhere in the region of impact except perhaps in freshwater ponded areas within uplands. BR-41
34. Page 4-15, line 18: delete “no” because secondary effects could in fact include auditory effects similar to those of humans even if hearing is not exactly the same.
35. Page 4-15, lines 30-42: Noise effects on birds is misrepresented Hearing with ears is only one mechanism by which noise can disturb an animal. All body cavities resonate sound vibrations: These include chest, oral, and intestinal cavities. Birds also have cavities within their bones. Bird bones are filled with spaces that make the bones lighter, presumably assisting flight. However, the cavities within bones can resonate sounds of various frequencies. One possible reason for reduced sound detection by the ears of certain species of bird may be a lack of need. Sound does not have to be heard by ears in order to be startling enough to allow better survival of the species. For a very impressive story about detection of sound by other parts of the body besides the ears, read about Dame Evelyn Glennie, a deaf virtuoso marimba player who is among the most accomplished percussionists in the world. —BR-25

O0016

36. Page 4-56, line12 of EIS says no facilities planned for the adjacent Bayer property other than Alt Control Center and Visitor Center. However, heavy roadways are planned for the Bayer property for a mobile crane to retrieve the first stages from the barge returning to the dock there.
37. Page 4-75, line 16: replace “Brunswick” with “Glynn” (Jekyll Island, St Simons Island, and the City of Brunswick are all in Glynn County). No county in Georgia is named Brunswick County.

LU-01
PA-22
—NC-27

B) BRIEF STATEMENTS THAT ARE CONFUSING, INCOMPLETE, OR CONCERNING

The following statements should be relatively easy to address in a manner that will improve comprehension of the intended content by the decisionmaker.

1. Page 3-47, line 37: In Solid Waste Management Unit 6, corncob grit has been found. It should be tested for toxins. If the corncob grit has been used in manufacturing or cleaning processes, then it could contain a variety of toxins. —HW-16
2. Page 3-53, lines 4-14: This paragraph needs updating. More than a year has passed since it was written (note the date stated in the paragraph). Furthermore, no mention is given here of the response of the Muscogee (Creek) Nation that is included in the Appendix. And no correspondence from the Choctaw Nation is in Appendix A, where all are said to be. CR-11
3. Page 3-58, footnote 1 of Table 3.8-1: No reference to this footnote is given in the table, so it is not possible to tell which resources may require further investigations about eligibility for the NRHP. CR-12
4. Page 3-67, lines 23-24: The notion that private inholdings in the Cumberland Island Wilderness “impact the use of the island by private residents” needs explanation. It would seem more sensible that such private inholdings would impact the use of the island by public visitors instead. —LU-01
5. Page 3-71, line 21: If natural gas is not expected to be used for heating, then state the energy source that will be used, and include it in the analysis. —NR-03
6. Page 3-72, line 20: Check to be sure that the existing infrastructure is really capable of handling the 31 million kWh per year of electrical use (amount indicated on Page 2-16, lines 28-29). On the other hand, the amount indicated may be incorrect. If so, correct it. NR-05
PA-69
7. Page 3-77, line 17: Although sound pressures may not break glass, an equally costly issue not discussed is the breakage of the seal between double-paned windows and doors, which can occur with much less force than required to break glass. Double-panes are now widely used for energy savings. A fogged double-pane window would be a type of damage caused by shock that would be less than that required to break the glass, but repair cost is similar. This type of damage should be assessed and accurately considered. NC-22
8. Page 3-77, line 21: Damage from 2 psf may be unlikely on well-maintained structures, but an expert should be consulted about damage to old tabby ruins at the site. NC-28
9. Page 4-40, line 14: fuel spills can damage resources beyond “tidal resources.” Replace “tidal resources would not be impacted...” with “people, nature, and other resources would not be impacted...” —HW-23
10. Page 4-94, lines 15-17: The need for the indicated funds provided by vote in response to launch delays and cancellations should be made clear. —SO-29

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C) TYPOGRAPHICAL AND STYLISTIC ERRORS

Many typographical and stylistic errors can be very distracting to comprehensive reading by anyone, including the decisionmaker. To ensure an appropriate decision is made, eliminate these.

1. Page 2-16, line 8: change “Country” to “County.” ED-01
2. Page 2-16, line 14: change “of” to “or.” ED-08
3. Page 2-19 and 2-20: the total area for the Proposed Action given in Table 2.1-3 is 68.1 acres, however, the square footage of the component footprints given in Table 2.1-4 totals only 46.1 acres (including roads). Clearly account for the difference. ED-01
4. Page 3-2, Table 3.1-1, third column, next to last row: Incorrect footnote reference for 0.50 ppm. The footnote should be “(d)” not “(c.)” ED-09
5. Page 3-13, lines 14-17: The word “community is used two ways, which is confusing: once in line 15, and then again twice in line 17. To improve this, replace the first “communities” in Line 17 with “associations” and end the sentence with “forests.” BR-41
6. Page 3-24, line 27. Delete the repeated “in the” in this sentence. ED-10
7. Page 3-27, line 2. Place period (rather than comma) after “hexafluoride” strike the next word “hydrofluorocarbons” to begin the next sentence with “Perfluorocarbons.” AQ-11
8. Page 3-27, line 19. Insert “other” before “animals” (since fish are animals too). BR-41
9. Page 3-29, line 10. Change “16” to “15” to give the correct title number in the Code of Federal Regulations. CO-12
10. Page 3-30, line 3: change “acres” to “acreages” (acres do not vary in size, so cannot be “large”).
11. Page 3-30, line 28: change “are” to “is” to give the correct verb tense.
12. Page 3-33, footnote 25: Omit the word “Draft” if this footnote remains in effect in the final EIS.
13. Page 3-34, line 41: change “considering” to “considered” to correct the grammar.
14. Page 3-43, line 25: change “licenses” to “license” to correct the grammar.
15. Page 3-54, line 35: delete “but” before “has not been...” CR-09
16. Page 3-58, Footnote 1 of Table 3.8-1: No reference to the footnote is given in the table, so it is not possible to tell the resources applicable to it. CR-12
17. Page 3-68, line 46: change “includes” to “include” to correct the grammar.
18. Page 3-69, line 21: insert comma after “vegetation” and delete “in” after “and.” LU-01
19. Page 3-72, line 18: remove the comma between “landfill” and “gas” to make one item that is “landfill gas.” Landfill gas is a type of alternative fuel sometimes promoted as a possible energy source, however it usually contains a lot of water vapor that must be removed for efficient burning, so often it is simply flamed at the landfill site. NR-06
20. Page 3-73, line 22: insert “on” between “concentrate” and “general.” NC-27
21. Page 3-75, line 31: change “associate” to “associated” to correct the grammar.
22. Page 3-76, line 25: change “inference” to “interference.” ED-01
23. Page 3-76, line 27 and line 30: to be consistent with the DNL criterion given in Line 8 on this page, change “66” to “65” in lines 27 and 30. NC-27
24. Page 3-76, line 34: Add “s” to “Standard” to correct the institution’s proper name, which uses the plural “Standards. NC-29

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|---|--------|
| 25. Page 3-81, line 10: remove the misplaced closed parenthesis that is immediately after “percent.” | —ED-11 |
| 26. Page 3-82, line 27: delete the word “industry.” Page 3-83, lines 3-4: replace beginning of sentence with “In 2015, the forest industry’s impact in the coastal region was \$1.69 billion....” Then at the end of the sentence reference the Coastal Regional Commission’s document you used to make this statement. | SO-38 |
| 27. Page 3-83, lines 5-6: Rephrase to” Timber mills and forested land are located in the western part of Camden County, west of US Highway 17. Forested land is also abundant east of US Highway 17.” | VE-41 |
| 28. Page 3-83, line 19 and line 21: These figures are probably annual revenue figures. Therefore, check the facts, and add “per year” after million (line 19) and after billion (line 21). | AQ-12 |
| 29. Page 3-84, lines 18-23: This entire section starting with “and Little Cumberland...” should be deleted. It is misplaced and redundant, and indicates very poor proof-reading. | —ED-01 |
| 30. Page 3-100, line 13: Change “Exhibit 3.13-2” to “Exhibit 3.13-3” to provide the correct Exhibit number (which is found on Page 3-97). | —BR-41 |
| 31. Page 4-2, Table 4.1-1, column 1, rows 1 and 2: Recommend changing the indicated years from 2018 and 2019 to “Year 1” and “Year 2” to provide generality in case construction cannot begin in 2018. | —ED-01 |
| 32. Page 4-5, line 33: change “site” to “sites” to correct the grammar. | —ED-01 |
| 33. Page 4-13, line 15: change “downgradient” to “down range” for the usual term. | —LU-01 |
| 34. Page 4-22, line 10: replace “to” with “beyond” or “over” for a more appropriate preposition. | —NC-34 |
| 35. Page 4-27, line 30: delete “of” at end of line between “use” and “was” | —ED-01 |
| 36. Page 4-54, line 10: delete “designated” to avoid redundant phrasing. | —ED-01 |
| 37. Page 4-56, line 18: insert “the” before “marsh” | —LU-01 |
| 38. Page 4-58, line 14: remove comma after “minimize” | —ED-01 |
| 39. Page 4-58, line 18: insert “the” between “to” and “natural” | —ED-01 |
| 40. Page 4-62, line 20: change “and” to “so” to be more direct with the justification. | —ED-01 |
| 41. Page 4-74, line 6: change “below 65 dB DNL” to “below 65 dBA DNL” since DNL always refers to dBA (sound relevant to human hearing rather than total sound energy as dB without the A). | —ED-01 |
| 42. Page 4-89, line 38: change “results” to “result” to correct the grammar. | —ED-01 |
| 43. Page 6-5, line 19: insert a period after “closures” to complete the sentence. | —ED-01 |

O0017

From: Satilla Riverkeeper <riverkeeper@satillariverkeeper.org>
Sent: Thursday, June 14, 2018 4:36 PM
To: stacey.zee@faa.gov; FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment Letter on the Draft EIS Spaceport Camden
Attachments: UCC Environmental Covenant 2011 Ga EPD.pdf; 6.7.17 UCC Permit HW063D.pdf; Google Earth spaceport site boundary measurement.pdf; SatillaRK Comments to FAA Draft EIS 6.14.2018 signed.pdf

Dear Ms. Zee,

Please find attached to this email, Satilla Riverkeeper's comments regarding the draft Environmental Impact Statement for the proposed Spaceport Camden in Woodbine, GA. I've also included three attachments that support our comments: the environmental covenant between Union Carbide Corp and GA EPD, the hazardous waste permit for the Union Carbide RCRA landfill, and a Google Earth Diagram illustrating spaceport boundary inconsistencies in the draft EIS.

Thank you for your team's careful review of this project, with attention to laws and rules governing the process, environmental impacts, and human safety.

Sincerely,
Laura Early

Laura Early
Satilla Riverkeeper and Executive Director
riverkeeper@satillariverkeeper.org

PLEASE NOTE NEW PHONE & ADDRESS:
(912) 462-5094
PO Box 817
Nahunta, GA 31553



Connect with us on [Facebook](#) or [Instagram](#)!
We appreciate your [support](#) of our mission to protect, restore and educate about the Satilla River!

O0017

Restoring and Protecting the Satilla, Educating her Citizens



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Pierce County

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

Via faacamdenspaceporteis@leidos.com
Cc: stacey.zee@faa.gov

Dear Ms. Zee:

Thank you for the opportunity to submit comments on the Draft Spaceport Camden Environmental Impact Statement released in March 2018 (draft EIS) on behalf of the Satilla Riverkeeper. Satilla Riverkeeper® is a nonprofit 501c3 organization whose mission is to protect, restore, and educate about the Satilla River and its watershed. We have been carrying out this mission for 14 years. The Satilla River's watershed lies entirely within the coastal plain of Georgia, and the river ecosystems are heavily influenced by the coastal and estuarine waters. The site of the proposed Spaceport Camden sits on the banks of the Satilla River estuary. I am writing to express my concern with the incomplete analysis of environmental impacts included in the draft EIS, especially as they relate to the historical hazardous contamination on the proposed site. Please see the detailed comments that follow.

Proposed Site Property Boundaries

In general, the proposed site boundaries need to be described accurately and consistently throughout the entire EIS. In the Executive Summary, it states and shows in Exhibits ES-2 and ES-3, that the proposed site consists of land currently owned by Union Carbide Corp. However, in other places in the document, it refers to the use of the Bayer Crop Science property for Spaceport Camden operations. **If Bayer Crop Science property will potentially be used for the proposed Spaceport, a comprehensive investigation of the historical contamination on the site and analysis of potential environmental impacts resulting from spaceport construction, operations, and mishaps with launches or landings must be included in the draft EIS.**

PA-13

Additionally, the property boundaries of land owned by Union Carbide Corp and Bayer Crop Science needs to be verified. In several figures in the draft EIS, it shows that large portions of the marsh are owned by Union Carbide Corp and Bayer Crop Science. **Tidal marshlands are likely owned by the State of Georgia, not Union Carbide or Bayer Crop Science.** Except for rare cases in which a clear title through a Crown Grant (King's Grant) can be established, the State of Georgia claims ownership of tidal marshland under its Coastal Marshlands Protection Act of 1970 (mentioned on Page 3-106, lines 14-17).

PA-08

* PO Box 817, Nahunta, GA 31553 * Office: 9634 Main St S., Nahunta, GA 31553 *
* 912-462-5094 * Riverkeeper@SatillaRiverkeeper.org * www.satillariverkeeper.org *

O0017

Comment Letter to FAA re: Draft Spaceport Camden EIS, submitted June 14, 2018

Repeatedly within the draft EIS, it states (in various incorrect statements) that the property is 11,800 acres. When in fact, the combined properties at the site owned by Union Carbide Corp and Bayer Crop Science, excluding marshlands, is closer to 2,500 acres. Examples of incorrect statements in draft EIS:

- On page 1-3, lines 18-19: “Camden County proposes to construct Spaceport Camden on approximately 100 noncontiguous acres of the approximately 11,800 acres of uplands on the Union Carbide property.”
- Exhibit 2.1-1
- Page 3-33, line 20: “The ROI for Section 4(f) includes the 11,800-acre footprint of the proposed Spaceport Camden...”
- Page 4-56, lines 9-10: “on the proposed 11,800-acre industrial site presently owned by Union Carbide Corporation and Bayer Crop Science.”

An accurate representation of the proposed site and accurate land area measurements of the site must be included consistently in all sections of the EIS and ownership of marshlands by Union Carbide Corp and Bayer Crop Science must be verified, in order for the decisionmaker to evaluate the true impacts of the proposed alternative.

Related, Section 2.1.2.8 Launch Failures in the draft EIS states that FAA regulations (14 CFR §420.21) require the launch pad to be at least 10,600 feet from the launch site boundary. The location of the vertical launch facility shown in Exhibit 2.1-2 does not comply. Even if it is determined that the marshlands are owned by Union Carbide and Bayer CropScience (contrary to the Coastal Marshlands Protection Act of 1970), the 10,600-ft radius from the approximated vertical launch facility overlaps with the main stem of the Satilla River, a navigable waterway under the jurisdiction of the US Army Corps of Engineers. **The EIS must be amended to include a clear and accurate representation of the distance of the launch pad to the launch site boundary.** (Refer to attachment.)

—PA-13

—PA-30

Hazardous Waste and Historical Contamination

The draft EIS must include a thorough study of the impacts to historical contamination on the proposed Spaceport Camden site AND adjacent properties. According to the Desk Reference (Section 7.1.), “the FAA should coordinate with the appropriate Federal, state, tribal, or local agencies as early as possible in the NEPA process regarding potential impacts resulting from or to previously contaminated sites.” The Desk Reference also states this applies to existing contaminated sites at the proposed project site *or in the immediate vicinity of a project site*.

There is no reference in the draft EIS of consultation with Georgia Environmental Protection Division (GA EPD) regarding the contamination on the Union Carbide property nor the Bayer CropScience property. The draft EIS briefly mentions in Section 3.7.3, p. 3-44, Lines 1-2, that the existing hazardous waste landfill will have no indirect or direct impacts, and there is no further discussion on the topic. The draft EIS must include a detailed discussion explaining impacts to the landfill and other existing contamination from Spaceport construction, operations, launch and landing failures. The EIS must also discuss the impacts to the natural and human environment in the event that historical contamination is released or mobilized. These concerns are further detailed in the following paragraphs.

—HW-16

The EIS must include a discussion of the toxic groundwater plume at the Union Carbide property, and its movement, and mitigation measures. Vibration studies referenced in the

Submitted by Satilla Riverkeeper

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Comment Letter to FAA re: Draft Spaceport Camden EIS, submitted June 14, 2018

draft EIS must be properly analyzed to determine the impacts to the hazardous waste landfill and toxic groundwater plume. (The draft EIS says there would be no significant impacts. However, in other sections, it states that vibrations could cause damage to historical structures. The methods and conclusions from vibrations studies need to be clearly and consistently stated throughout the EIS.) Impacts to the landfill caps, erosion of the bank of Todd Creek, movement of the toxic groundwater plume and effects on the oxygen curtain should be evaluated for construction (including pile driving) and launch and landing failures and mishaps in addition to vibrations associated with normal operations.

-HW-16

There exists an Environmental Covenant between Union Carbide Corporation and Georgia EPD regarding the 4011.54 acre property including the RCRA landfill owned by Union Carbide Corporation. **The EIS must state the current restrictions on the land uses of this property and explain how the spaceport construction, operations, launch or landing failures either complies with or does not comply with the current Environmental Covenant.** The covenant states: "Any activity on the area (4011.54 acres), including RCRA landfill that may result in the release or exposure to hazardous wastes, hazardous constituents, hazardous waste constituents or the constituents of concern that were contained as part of the post-closure care and corrective action program, or create a new exposure pathway, is prohibited." The covenant also prohibits the use or extraction of groundwater from beneath the property. If the covenant intends to be modified before construction of a spaceport, the final EIS should include evidence of the consultation regarding the hazardous waste landfill and contaminated property, and it must clearly prove that the modifications to the covenant will not negatively impact the management of the RCRA landfill or cause environmental or human exposure to hazardous materials or constituents. (See attachment for covenant dated March 29, 2011.)

HW-15

Related to groundwater use at the proposed Spaceport site, on pp. 4-126 and 4-127, the draft EIS discusses the volume of expected groundwater use. While the volume is within the current withdrawal permits, **special consideration must be given to the nature of the toxic groundwater plume beneath the proposed site.** Shallow groundwater on site is known to be heavily contaminated, and there is the potential that contamination has or will move laterally or vertically within or between aquifers. It should be included in mitigation measures that groundwater withdrawn from any well, at any depth must be tested frequently for the known constituents in RCRA landfill and for constituents associated with other uses of the property (i.e. Temik/aldicarb, tear gas, pesticides) to ensure both health and safety of humans coming into contact with the water, and to detect and prevent the movement of the toxic groundwater beyond the property boundaries or into surface waters, such as the adjacent marshlands and tidal creeks.

HW-54

WR-07

Furthermore, as stated in section 2.1.2.8 Launch Failures, p. 2-34, launch failures are possible, and vehicle debris from an explosion would be expected to stay within required site boundaries (10,600 ft from the launch pad.) However, the hazardous waste landfill proposed to stay under the ownership and management of Union Carbide Corp is within 10,600 ft of the proposed vertical launch facility. (See attachment.) **The EIS must include a thorough evaluation of the potential impacts to the hazardous waste landfills and historical contamination at the site in the event of a launch failure and vehicle debris that could impact the clay caps or other structures associated with the landfill. If there is the potential to interfere with the management systems for the RCRA landfill, the final EIS must state the modifications to**

-HW-55

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Comment Letter to FAA re: Draft Spaceport Camden EIS, submitted June 14, 2018

be made in order to avoid impact to the landfill causing harm to the environment and human health.

-HW-55

Prior to any activities associated with the proposed Spaceport Camden on the proposed site, multiple samples should be taken to test for contamination of adjacent surface waters and marsh sediments. Samples should be taken from multiple creekbank seeps and runoff streams that enter waters of the United States (the Satilla River estuary and tributaries). Samples must include the estuary-adjacent upland periphery of both the Union Carbide and the Bayer CropScience tracts (along Todd Creek, Floyd Basin, and Floyd Creek). Multiple samples should be tested for all chemical analytes listed in the groundwater monitoring list of 40 CFR 1(I), Part 264, Appendix IX. **The Final EIS must include a certified determination of whether a Clean Water Act violation has already occurred at the proposed site of Spaceport Camden.** In particular, mitigation (Chapter 6.7) should require periodic offsite testing for any brownfield toxins now entering public waters immediately adjacent to the proposed spaceport property.

**HW-24
WR-01**

Todd Creek is a large tidal creek along the northern upland edge of the proposed spaceport. It is an integral part of the Satilla River estuary. Seepage or a sudden discharge of the highly toxic groundwater would damage or contaminate Todd Creek with contamination rapidly spreading by estuarine and tidal circulation throughout the estuary and even upstream in the main stem of the Satilla River as well as out to sea and along beaches. Contamination would endanger commercial, sustenance, and recreational water users who have direct exposure to estuarine waters or consume its seafoods. Among other species, the highly toxic contamination from that landfill could harm or make toxic any fish and shellfish taken for human consumption, marine mammals (such as bottlenose dolphins, West Indian manatees, and river otters), and fish-eating birds (such as terns, pelicans, ospreys, and bald eagles).

It seems that the only guaranteed way to ensure that the proposed Spaceport will not mobilize or expose the historic contamination on the proposed site and adjacent property, would be to do a comprehensive clean-up and remediation before any other actions take place.

Wild and Scenic Rivers

The draft EIS notes that the Satilla River is listed on the Nationwide Rivers Inventory (NRI), making it eligible for consideration as a Wild and Scenic River. According to the desk reference, the FAA must consult with the National Park Service (NPS) for NRI-listed rivers within the ROI. The main stem of the Satilla River is less than 2 miles from the vertical launch facility (as depicted in the draft EIS) and the Satilla River estuary forms the boundary of the proposed Spaceport Camden Site. **The final EIS must include documentation of the NRI consultation with the NPS, and the EIS must detail mitigation measures to limit impact of the proposed Spaceport so that designation of the Satilla River estuary as Wild and Scenic remains possible.** Lights, noise, and buildings at the proposed spaceport will disrupt the scenic qualities of the estuary. The impacts to the Satilla River in the case of a launch failure or accident, impacts to the Satilla River of a chemical spill on the Spaceport Camden site, or impacts on the Satilla River for operations that include returning launch vehicles back to the launch site via barges (i.e. dredging or widening) could jeopardize eligibility for Wild and Scenic designation. At the very least, mitigation should recommend the use of very wide upland zone ($\frac{1}{4}$ mile) between spaceport facilities and maintenance operations and the edge of the intertidal waters of the

**WR-20
VE-36**

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estuary (defined by the normal high water mark). Wild and Scenic Rivers designation is something that the Satilla Riverkeeper organization has talked about for some time, and we plan to pursue the designation for the Satilla River in the future.

WR-20
VE-36

Socioeconomics

Socioeconomics, Operations, p. 4-94: There is very brief mention of waterway closure impacts on commercial fishermen (even though it was noted as one of the major concerns of the community brought up during the public scoping period.) **The EIS must consider losses to commercial fishermen, including shrimpers and crabbers, due to waterway closures and potential for environmental harm to the estuarine and oceanic habitat that sustains their harvests.**

SO-10

The EIS should also acknowledge the presence of commercial leases of oyster beds and clam beds, and the future option for aquaculture in the tidal marshes surrounding the proposed spaceport site. The impacts to these oyster and clam beds should be discussed in the Affected Environment, Farmlands section.

SO-10
FL-01

Ocean Landings

The draft EIS describes the ocean-landing only alternative as the “environmentally preferred alternative.” However, **the EIS should include a thorough study of the environmental impacts associated with ocean landings, including but not limited to marine debris not recoverable, modifications to tidal creek channels to accommodate barges, and construction or modification of dock/s at the proposed Spaceport Camden site.** The draft EIS must describe the impacts of any estuarine channel modifications needed to operate a barge of size and draft suitable to return first stages landed at sea to Spaceport Camden. The Final EIS should analyze navigation difficulties with respect to required turning radii and depths, evaluate the potential need for channel dredging or straightening, and provide a significance determination of subsequent impacts to flow circulation and habitat. The EIS should also list the required permits, processes, and agency consultations to make these environmental modifications (i.e. US Army Corps of Engineers, Coastal Resources Division of the GA DNR.) The Satilla Riverkeeper organization has been working diligently with the US Army Corps of Engineers for the past several years to restore estuarine habitat by way of restoring hydrologic patterns in the Satilla River estuary. It would be unacceptable for this threat to the estuary to be overlooked in the EIS.

PA-22
NP-73

Floodplains

In the Executive Summary, table 1, p. 25, Floodplains, the draft EIS notes that Camden County Unified Development Code doesn't allow building “critical facilities” in 100 or 500-year floodplain. Spaceport would need to get an exemption. The final EIS must include the updated flood plain maps (updated in 2018). Mitigation measures should also include careful consideration of where hazardous materials are stored on site in relation to the risk of flooding.

WR-22

The draft EIS states that roughly 75 employees will regularly be on site, and during launches, that number would increase to 300. The EIS should explain the septic system planned for the site, including the siting and capacity. Floodplain areas in coastal Georgia can be problematic areas for septic systems, and this needs to be addressed in the EIS.

WR-24

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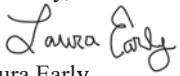
In general, all topics examined in the Affected Environment section of the EIS must include a discussion of the impacts of launch and landing failures, and other mishaps.

Finally, meaningful measures to mitigate environmental impacts caused by construction, operations, and failures must go above and beyond actions required by law. The draft EIS must include these mitigation measures in the Mitigation section (Section 6), so it is clear for the decisionmaker to find. (Many potential mitigation measures seem to be buried in the Affected Environment section.)

NP-38
MT-03

We appreciate the opportunity to comment on the Draft EIS, and we hope you find these comments helpful in preparing a thorough Final Environmental Impact Statement to inform the decision maker of associated risks associated with the proposed project.

Sincerely,



Laura Early
Satilla Riverkeeper and Executive Director
riverkeeper@satillariverkeeper.org

Attachments:

- Environmental Covenant between EPD and UCC
- Hazardous Waste Permit (HW-063)
- Rough Diagram of proposed Spaceport boundary

Submitted by Satilla Riverkeeper

6

Final Environmental Impact Statement
Spaceport Camden

O0017

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BOOK PAGE
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Hazardous Waste Corrective Action Program
2 Martin Luther King Jr. Drive, SE
Suite 1154 East
Atlanta, Georgia 30334

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Hazardous Waste
Land Protection Branch

Environmental Covenant

This instrument is an Environmental Covenant executed pursuant to the Georgia Uniform Environmental Covenants Act, OCGA § 44-16-1, *et seq.* This Environmental Covenant subjects the Property identified below to the activity and/or use limitations specified in this document. The effective date of the Environmental Covenant shall be the date upon which the fully executed Environmental Covenant has been recorded in accordance with OCGA § 44-16-8(a).

Fee Owner of Property/Grantor:

Union Carbide Corporation
A wholly owned subsidiary of the Dow Chemical Company
P.O. Box 4393
Houston, TX 77210

Grantee/Holder:

Union Carbide Corporation
A wholly owned subsidiary of the Dow Chemical Company
P.O. Box 4393
Houston, TX 77210

**Grantee/Entity with
Express power to enforce:**

State of Georgia
Department of Natural Resources
Environmental Protection Division
2 Martin Luther King, Jr. Drive, SE
Suite 1154 East
Atlanta, Georgia 30334

Parties with interest in the Property: N/A

Property:

The area subject to this Environmental Covenant is 4,011.54 acres entirely within the Union Carbide Corporation (hereinafter "UCC") Woodbine Facility, located at 5954 Union Carbide Road in Woodbine, Camden County, Georgia. The tract of land containing this area (4,011.54 acres) was conveyed on November 1976 from Thiokol Corporation to Union Carbide Corporation recorded in Deed Book 262, Page 227, Camden County Records. The area is located in the 31st G.M.D. District of Camden County, Georgia. The area includes a closed

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landfill that is approximately 22-acres in size. The buffer zone around the landfill includes another 36 acres, therefore the combined landfill and buffer total 58.16-acres (hereinafter "RCRA landfill"). A complete legal description of the RCRA landfill is attached as Exhibit A and a map of the area is attached as Exhibit B.

Tax Parcel Number(s):

155 001 of Camden County, Georgia

Name and Location of Administrative Records:

The post-closure care and corrective action at the RCRA landfill that is the subject of this Environmental Covenant is described in the following document:

- Revised Hazardous Waste Facility Permit Renewal Application – Permit No. HW-063(D), dated August 20, 2010, as amended or renewed.

This document is available at the following locations:

Georgia Environmental Protection Division
Land Protection Branch
Hazardous Waste Corrective Action Program
2 Martin Luther King, Jr. Drive, SE
Suite 1154 East
Atlanta, Georgia 30334

Union Carbide Corporation
5954 Union Carbide Road
Woodbine, Georgia 31569

Description of Contamination, Post-Closure Care and Corrective Action:

This property is subject to a Resource Conservation Recovery Act (RCRA) hazardous waste facility permit [HW-063(D)] and has been designated as needing corrective action due to the presence of hazardous waste, hazardous waste constituents, or hazardous constituents regulated under the Georgia Hazardous Waste Management Act, § 12-8-60 et seq. (Act) and the Georgia Hazardous Waste Management Rules, 391-3-11 (Rules). Contact the property owner or the Georgia Environmental Protection Division for further information concerning this property.

This Declaration of Covenant is made pursuant to the Georgia Uniform Environmental Covenants Act, O.C.G.A. § 44-16-1, *eq seq* by UCC, its successors and assigns, Camden County Planning and Building Department, and the State of Georgia, Department of Natural Resources, Environmental Protection Division (hereinafter "EPD"), its successors and assigns. This Environmental Covenant is required because the property was used for the disposal of both hazardous and non-hazardous waste. The hazardous waste, hazardous waste constituents, or hazardous constituents disposed of in the landfill are listed in Section II and Table A of Hazardous Waste Facility Permit HW-063(D) (hereinafter "constituents of concern"). Post-closure care and corrective action, as required by Hazardous Waste Facility Permit HW-063(D) Sections II and III, consists of, but is not limited to, the installation and maintenance of engineering controls (clay cap, fencing, maintenance of vegetative cover, and groundwater

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monitoring and corrective action system) and institutional controls (limit use to non-residential activities, prohibit groundwater use) to protect human health and the environment.

Grantor, UCC, hereby binds Grantor, its successors and assigns to the activity and use restriction(s) for the area (4,011.54 acres), including the RCRA landfill identified herein and grants such other rights under this Environmental Covenant in favor of Camden County Planning and Building Department and EPD. EPD shall have full right of enforcement and the rights conveyed under this Environmental Covenant pursuant to the Act and Rules. Failure to timely enforce compliance with Environmental Covenant or the use or activity limitation contained herein by any person shall not bar subsequent enforcement by such person and shall not be deemed a waiver of the person's right to take action to enforce any non-compliance. Nothing in this Environmental Covenant shall restrict EPD from excising any authority under applicable law.

UCC makes the following declaration as to limitations, restrictions, and uses to which the area (4,011.54 acres), including the RCRA landfill may be put and specified that such declarations shall constitute covenants to run with the land, pursuant to O.C.G.A § 44-16-5 (a); is perpetual, unless modified or terminated pursuant to the terms of this Covenant pursuant to O.C.G.A § 44-16-9; and shall be binding on all parties and all persons claiming under them, including all current and future owners of any portion of or interest in the RCRA landfill (hereinafter "Owner"). Should a transfer or sale of the area (4,011.54 acres), including the RCRA landfill occur before such time as this Environmental Covenant has been amended or revoked then said Environmental Covenant shall be binding on the transferee(s) or purchaser(s).

The Environmental Covenant shall inure to the benefit of EPD, Camden County Planning and Building Department, UCC and their respective successors and assigns and shall be enforceable by the Director of EPD (hereinafter "Director") or his agents or assigns, UCC or its successors and assigns, Camden County Planning and Building Department or its successors and assigns, and other party(ies) as provided for in O.C.G.A V § 44-16-11 in a court of competent jurisdiction.

Activities and/or Use Limitation(s)

1. **Registry.** Pursuant to O.C.G.A. § 44-16-12, this Environmental Covenant and any amendment or termination thereof, may be contained in EPD's registry for environmental covenants.
2. **Notice.** The Owner of the area (4,011.54 acres), including the RCRA landfill must give thirty (30) day advance written notice to EPD of the Owner's intent to convey any interest in the area (4,011.54 acres), including the RCRA landfill. No conveyance of title, easement, lease, or other interest in the area (4,011.54 acres), including the RCRA landfill shall be consummated by the Owner without adequate and complete provision for continued monitoring, operation, and maintenance of the post-closure care and corrective action program. The Owner of the area (4,011.54 acres), including the RCRA landfill must also give thirty (30) day advance written notice to EPD of the Owner's intent to change the use of the RCRA landfill, apply for building permit(s), or propose any site work that would affect the RCRA landfill.
3. **Notice of Limitation in Future Conveyances.** Each instrument hereafter conveying an interest in the area (4,011.54 acres), including the RCRA landfill subject to this

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Environmental Covenant shall contain a notice of the activity and use limitations set forth in the Environmental Covenant and shall provide the recorded location of the Environmental Covenant.

4. **Monitoring.** The post-closure care and corrective action program detailed in the *Revised Hazardous Waste Facility Permit Renewal Application – Permit No. HW-063(D)* dated August 20, 2010, as amended, must be implemented to ensure compliance with Law and Rules.
5. **Periodic Reporting.** Semi-annually, the Owner shall submit to EPD a report as specified in Conditions III.H.3. of Hazardous Waste Facility Permit HW-063(D) and the EPD approved post-closure care and corrective action plan, which includes, but is not limited to: groundwater monitoring report results, maintenance and inspection activities, certification of non-residential use of the RCRA landfill, and documentation stating whether or not the activity and use limitation in this Environmental Covenant are being abided by.
6. **Activity and Use Limitation(s).** The area (4,011.54 acres), including the RCRA landfill shall be used only for non-residential uses, as defined as any real property or portion of a property not currently being used for human habitation or for other purposes with a similar potential for human exposure, at which activities have been or are being conducted that can be categorized in one of the 1987 Standard Industrial Classification (SIC) major groups 01-97 inclusive (except the four-digit codes 4941, 8051, 8059, 8062-3, 8069, 8211, 8221-2, 8351, 8661 and 9223). Non-residential property includes all of the contiguous block(s) and lot(s) controlled by the same owner or operator that are vacant land, or that are used in conjunction with such business; and defined in and allowed under the Camden County's zoning regulations as of the date of this Environmental Covenant. Any residential use on the area (4,011.54 acres), including the RCRA landfill shall be prohibited. Any activity on the area (4,011.54 acres), including the RCRA landfill that may result in the release or exposure to hazardous wastes, hazardous constituents, hazardous waste constituents or the constituents of concern that were contained as part of the post-closure care and corrective action program, or create a new exposure pathway, is prohibited. With exception of work necessary for the maintenance, repair, or replacement of engineering controls, activities that are prohibited in the capped areas include, but are not limited to the following: drilling, digging, placement of any objects or use of any equipment which deforms or stresses the surface beyond its load bearing capability, piercing the surface with a rod, spike or similar item, bulldozing or earthwork.
7. **Groundwater Limitation.** The use or extraction of groundwater beneath the area (4,011.54 acres), including the RCRA landfill for drinking water or for any other non-remedial purposes shall be prohibited.
8. **Permanent Markers.** Permanent markers on each side of the RCRA landfill shall be installed and maintained that delineate the restricted area as specified in 40 CFR 261.14(c) and 40 CFR 264.310(b)(6). Disturbance or removal of such markets is prohibited.
9. **Right of Access.** In addition to any rights already possessed by EPD and/or the Camden County Planning and Building Department, the Owner shall allow authorized representatives of EPD and/or Camden County Planning and Building Department the right to enter the area (4,011.54 acres), including the RCRA landfill at reasonable times for the purpose of evaluating the post-closure care and corrective action program to take samples,

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to inspect the RCRA landfill, to inspect records that are related to the post-closure care and corrective action program, and to determine compliance with this Environmental Covenant.

10. Recording of Environmental Covenant and Proof of Notification. Within thirty (30) days after the date of the Director's signature, the Owner shall file this Environmental Covenant with the Recorders of Deeds for each County in the area (4,011.54 acres), including the RCRA landfill is located, and send file stamped copy of this Environmental Covenant to EPD within thirty (30) days of recording. Within that time period, the Owner shall also send a file-stamped copy to each of the following: (1) Camden County Planning and Building Department, (2) each person holding a record of interest in the area (4,011.54 acres), including the RCRA landfill subject to the covenant, (3) each person in possession of the real property subject to the covenant, (4) each municipality, county, consolidated government, or other unit of local government in which real property subject to the covenant is located, and (5) each owner in fee simple whose property abuts the property subject to the Environmental Covenant.
11. Termination or Modification. The Environmental Covenant shall remain in full force and effect in accordance with O.C.G.A. § 44-16-5, unless and until the Director determines that the area (4,011.54 acres), including the RCRA landfill is no longer subject to the post-closure care and corrective action program requirements under Hazardous Waste Facility Permit HW-063(D), whereupon the Environmental Covenant may be amended or revoked in accordance O.C.G.A § 44-16-1 *et seq.*
12. Severability. If any provision of this Environmental Covenant is found to be unenforceable in any respect, the validity, legality, and enforceability of the remaining provisions shall not in any way be affected or impaired.
13. No Property Interest Created in EPD. This Environmental Covenant does not in any way create any interest by EPD in the area (4,011.54 acres), including the RCRA landfill that is subject to the Environmental Covenant. Furthermore, the act of approving this Environmental Covenant does not in any way create any interest by EPD in the RCRA landfill in accordance with O.C.G.A § 44-16-3(b).

Representations and Warranties.

Grantor hereby represents and warrants to the other signatories hereto:

- a) That the Grantor has the power and authority to enter into this Environmental Covenant, to grant the rights and interests herein provided and to carry out all obligations hereunder;
- b) That the Grantor is the sole owner of the Property and holds fee simple title which is free, clear and unencumbered;
- c) That the Grantor has identified all other parties that hold any interest (e.g. encumbrance) in the Property and notified such parties of the Grantor's intention to enter into this Environmental Covenant;
- d) That this Environmental Covenant will not materially violate, contravene, or constitute a material default under any other agreement, document or instrument to which Grantor is a party, by which Grantor may be bound or affected;

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- e) That the Grantor has served each of the people or entities referenced in Activity 10 above with an identical copy of this Environmental Covenant in accordance with O.C.G.A. § 44-16-4(d).
- f) That this Environmental Covenant will not materially violate or contravene any zoning law or other law regulating use of the Property; and
- g) That this Environmental Covenant does not authorize a use of the Property that is otherwise prohibited by a recorded instrument that has priority over the Environmental Covenant.

Notices.

Any document or communication required to be sent pursuant to the terms of this Environmental Covenant shall be sent to the following persons:

Georgia Environmental Protection Division
Branch Chief
Land Protection Branch
2 Martin Luther King Jr. Drive SE
Suite 1154 East Tower
Atlanta, GA 30334

Union Carbide Corporation
P.O. Box 4393
Houston, TX 77210

Camden County Planning and Building Department
107 Gross Road
Suite 2
Kingsland, GA 31548

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Grantor has caused this Environmental Covenant to be executed pursuant to The Georgia Uniform Environmental Covenants Act, on the 27 day of January, 2011.

UNION CARBIDE CORPORATION

Timothy A. King
Timothy A. King
Authorized Representative for Union Carbide Corporation
Union Carbide Corporation
1254 Enclave Parkway
Houston, TX 77077

Dated: 1/27/11

UNION CARBIDE CORPORATION AS HOLDER

Timothy A. King
Timothy A. King
Authorized Representative for Union Carbide Corporation
Union Carbide Corporation
1254 Enclave Parkway
Houston, TX 77077

Dated: 1/27/11

CAMDEN COUNTY PLANNING AND BUILDING DEPARTMENT

Ch Hale
[Name of Person Acknowledging Receipt]
[Title]

Dated: 3-22-11

**STATE OF GEORGIA
ENVIRONMENTAL PROTECTION DIVISION**

F. Allen Barnes

F. Allen Barnes
Director, Georgia Environmental Protection Division

Dated: 3-25-2011

SLR&K'S NOTE: CONTINUE NEXT PAGE

Peggy A. Given
WITNESS: Peggy A. Given

Peggy A. Given
WITNESS: Peggy A. Given

Susan M. Rogers
witness
Notary CAMDEN COUNTY
EXPIRES 16 FEBRUARY 2015

Yolanda P. Jamison
witness



Deborah H. Moore
notary 3-25-2011

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[INDIVIDUAL ACKNOWLEDGMENT]

STATE OF West Virginia
COUNTY OF Kanawha

On this 27th day of January, 2011, I certify that Timothy A. King personally appeared before me, and acknowledged that he/she is the individual described herein and who executed the within and foregoing instrument and signed the same at his/her free and voluntary act and deed for the uses and purposes therein mentioned.



Iris Jeanne Songer
Notary Public in and for the State of
West Virginia, residing at South Charleston
My appointment expires July 17, 2016

[CORPORATE ACKNOWLEDGMENT]

STATE OF West Virginia
COUNTY OF Kanawha

On this 27th day of January, 2011, I certify that Timothy A. King personally appeared before me, acknowledged that he/she is the Authorizing Representative of the corporation that executed the within and foregoing instrument, and signed said instrument by free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument for said corporation.



Iris Jeanne Songer
Notary Public in and for the State of
West Virginia, residing at South Charleston
My appointment expires July 17, 2016

[REPRESENTATIVE ACKNOWLEDGEMENT]

STATE OF _____
COUNTY OF _____

On this _____ day of _____, 20_____, I certify that _____ personally appeared before me, acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute this instrument, and acknowledged it as the [type of authority] of _____ [name of party being represented] to be the free and voluntary act and deed of such party for the uses and purposes mentioned in the instrument.

Notary Public in and for the State of
Georgia, residing at _____.
My appointment expires _____.

ELSKIN'S NOTE: CONTINUE NEXT PAGE

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EXHIBIT A

Legal Description for the Hazardous Waste Landfill

UCC-Woodbine (Camden County) Georgia

A parcel of land lying in Georgia Militia District 31, Camden County, Georgia containing 58.17 acres more or less, and being more particularly described as follows:

For a POINT OF REFERENCE commence at a point lying on the westerly line of said lands described in Reference Deed Book 262, Page 227, said point being described as the POINT OF BEGINNING of just mentioned lands; Thence South 16°50'37" West, along said westerly line, 171.97 feet; thence South 73°09'23" East, departing said westerly line, 635.80 feet to a 3 inch diameter, 6 foot high, metal fence post and the POINT OF BEGINNING of the herein described lands: Said POINT OF BEGINNING having a Northing of 346438.73 and an Easting of 851886.63, said coordinates expressed in U.S. Survey Feet and being referenced to the Georgia State Plane Coordinate System, East Zone, (1001), North American Datum of 1983, 2007 adjustment. Thence, from said POINT OF BEGINNING,

1. South 88°13'28" East, 804.79 feet to a 3 inch diameter, 6 foot high, metal fence post, having a Northing of 346413.79 and Easting of 852691.04;
2. thence South 06°25'21" East, 893.63 feet to a 3 inch diameter, 6 foot high, metal fence post, having a Northing of 345525.76 and an Easting of 852791.00;
3. thence North 86°24'59" East, 433.86 feet to a 3 inch diameter, 6 foot high, metal fence post, having a Northing of 345552.88 and an Easting of 853224.01;
4. thence South 20°37'29" West, 431.76 feet to a 3 inch diameter, 6 foot high, metal fence post, having a Northing of 345148.80 and an Easting of 853071.92;
5. thence South 53°25'54" East, 289.38 feet, to a 3 inch diameter, 6 foot high, metal fence post, having a Northing of 344976.39 and an Easting of 853304.34;
6. thence North 68°51'14" East, 542.03 feet to a 3 inch diameter, 6 foot high, metal fence post, having a Northing of 345171.93 and an Easting of 853809.87;
7. thence North 01°34'43" West, 780.53 feet to a 2 inch diameter, 6 foot high, metal fence post, having a Northing of 345952.16 and an Easting of 853788.37;
8. thence North 09°24'51" West, 460.73 feet to a 2 inch diameter, 6 foot high, metal fence post, having a Northing of 346406.68 and an Easting of 853713.01;
9. thence North 14°37'48" West, 345.87 feet to a 2 inch diameter, 6 foot high, metal fence post, having a Northing of 346741.34 and an Easting of 853625.65;
10. thence North 04°05'48" West, 381.17 feet to a 3 inch diameter, 6 foot high, metal fence post, having a Northing of 347121.54 and an Easting of 853598.42;
11. thence North 86°26'46" West, 1707.03 feet to a 3 inch diameter, 6 foot high, metal fence post, having a Northing of 347227.35 and an Easting of 851894.67;
12. thence South 00°35'04" West, 788.67 feet to the point of beginning.

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EXHIBIT B

Survey Plat for the Hazardous Waste Landfill

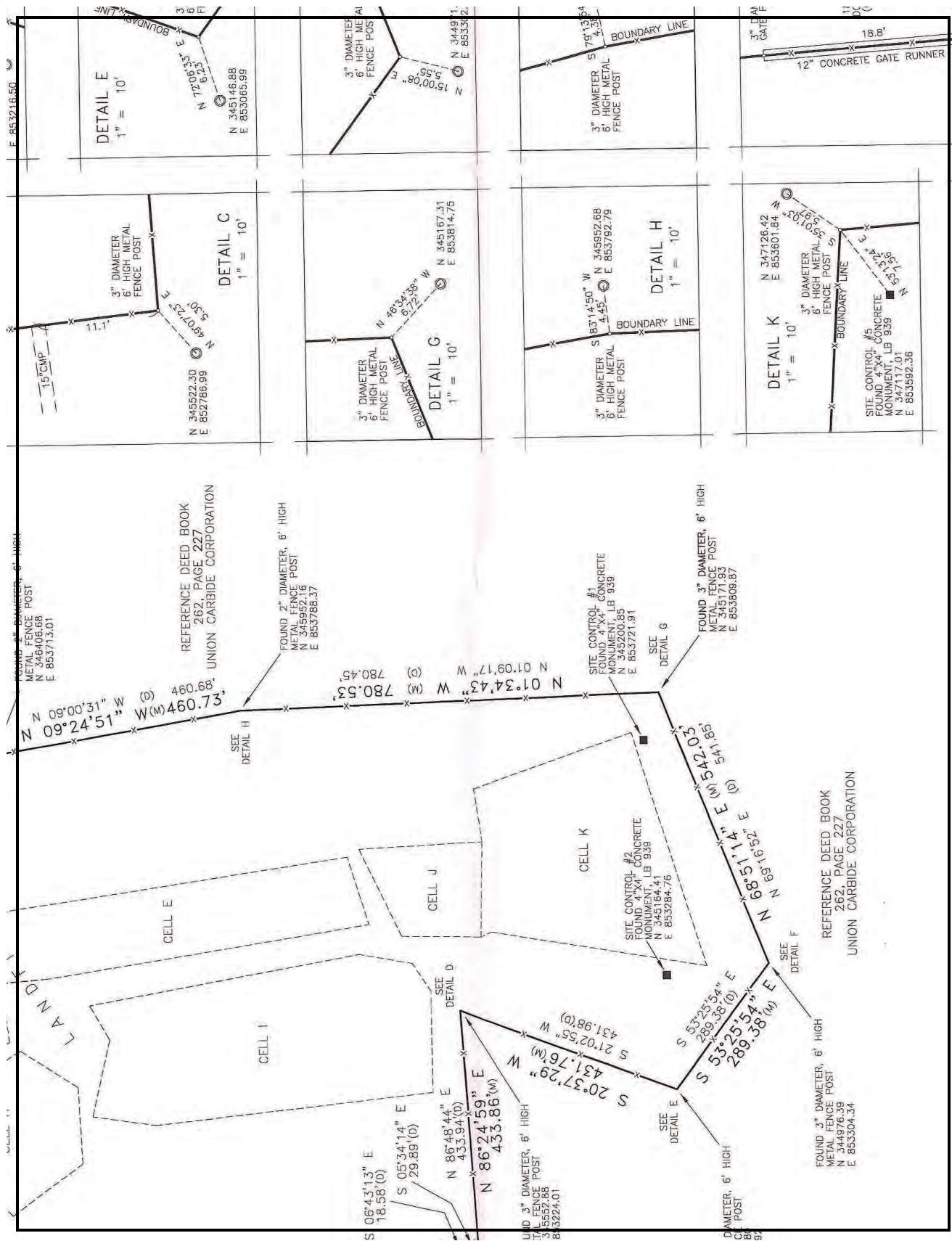
UCC-Woodbine (Camden County) Georgia

Recorded MAR 29 2011

Susan E. Waldron
Clerk Superior Court

Final Environmental Impact Statement

Spaceport Camden



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PERMIT NO. HW-063(D)
ISSUANCE DATE: JUN 07 2017



GEORGIA
DEPARTMENT OF NATURAL RESOURCES

ENVIRONMENTAL PROTECTION DIVISION

AMENDMENT TO HAZARDOUS WASTE FACILITY PERMIT

In accordance with the provisions of the Georgia Hazardous Waste Management Act and the Rules, Chapter 391-3-11, (as amended through **June 22, 2016**), adopted pursuant to that Act, Permit No. **HW-063(D)**, issued on **June 6, 2011**, to

Union Carbide Corporation

I.D. No. GAD981235294

for the following:

Post-closure care and corrective action for a closed hazardous waste landfill

Is hereby amended as follows:

By incorporating the modifications on the attached pages.

Reason for Amendment:

Five-year regulatory completeness review of the permit as required by 40 CFR 270.50(d) and Rule 391-3-11.11(9)(a), as well as modification of the Todd Creek Bank Stabilization Plan.

This Permit Amendment is further subject to and conditioned upon the terms, conditions, limitations, standards, or schedules contained in or specified on the attached **25** pages, which pages are a part of this Amendment. This Amendment is hereby made a part of Permit No. **HW-063(D)** and compliance with this Amendment is hereby ordered.



Richard E. Dunn, Director
Environmental Protection Division

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Permit Number: HW-063(D)

Union Carbide Corp., GAD981235294 is hereinafter referred to as the Permittee.

SECTION I. GENERAL PERMIT CONDITIONS

I.A. Scope and Effect of Permit

- I.A.1. The Permittee is allowed to treat, store, and dispose of hazardous waste only in accordance with the conditions of this permit. Any hazardous waste treatment, storage or disposal not authorized in this permit is prohibited. The Permittee must comply with the Georgia Hazardous Waste Management Act and the Rules for Hazardous Waste Management, Chapter 391-3-11, which Rules include certain portions of the Federal Hazardous Waste Regulations (found at 40 CFR Parts 260-268, 270, 273, 279, and 124). Where a citation to the Federal Regulations is made in this permit, it refers to the specific regulations adopted by the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources.
- I.A.2. The issuance of this permit does not convey any property rights in either real or personal property, nor any exclusive privileges, nor does it authorize any injury to private property or any invasion of personal rights, nor any infringement(s) of Federal, State or local laws or regulations.
- I.A.3. Compliance with the permit does not constitute a defense to any action brought by the Director under Section 18, Emergency Powers, of the Georgia Hazardous Waste Management Act, O.C.G.A. §12-8-75, as amended.
- I.A.4. Nothing in this permit shall be construed to preclude the institution of any legal action under Section 3008 of the Federal Resource Conservation and Recovery Act (RCRA) or under the Georgia Hazardous Waste Management Act, O.C.G.A. §12-8-81 - §12-8-82, as amended.
- I.A.5. This Permit may be modified, revoked and reissued, or terminated for cause as specified in Rule 391-3-11-11(7) and 40 CFR 270.41, 270.42, 270.43, 270.50(d) and 270.51(a). The filing of a request for a permit modification, revocation and reissuance, or termination; or the notification of planned changes or anticipated non-compliance on the part of the Permittee, does not stay the applicability of any permit condition.
- I.A.6. The provisions of this permit are severable, and if any provision of this permit or the application of any provision of this permit to any circumstances is held invalid, the application of such provision to other circumstances, and the remainder of this permit, shall not be affected thereby.

I.B. Management Requirements

- I.B.1. The Permittee shall give notice to the Director as soon as possible of any planned physical alterations or additions to the permitted facility, or any planned changes in the process generating the hazardous waste, which changes might affect the performance of the permitted facility with respect to any regulated activities.

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Permit Number: HW-063(D)

Union Carbide Corp., GAD981235294 is hereinafter referred to as the Permittee.

- I.B.2. The Permittee shall maintain at the facility, the following documents and amendments, revisions and modifications to these documents:
 - I.B.2.a Complete copy of this permit and permit application, including all amendments, revisions and modifications;
 - I.B.2.b. Post-Closure Care Plan;
 - I.B.2.c. Operating record as required by 40 CFR 264.73;
 - I.B.2.d. Inspection schedule and log(s);
 - I.B.2.e. Corrective Action Plan;
 - I.B.2.f. Groundwater Sampling and Analysis Plan;
 - I.B.2.g. Institutional and/or engineering control instruments/plans (including hazardous waste-related deed notices and environmental covenants);
 - I.B.2.h Cost estimate for post-closure care and corrective action; and
 - I.B.2.i. Proof of financial assurance for post-closure care and corrective action as required by the Georgia Hazardous Waste Management Act, O.C.G.A. §12-8-68, as amended.
- I.B.3. All amendments, revisions and modifications to any plan or cost estimates required by this permit shall be submitted to the Director for approval and permit modification, as necessary.
- I.B.4. When the Permittee becomes aware that the Permittee failed to submit any relevant facts in the permit application, or submitted incorrect information in a permit application or in any report to the Director, the Permittee shall promptly submit corrected facts or information.
- I.B.5. The Permittee shall at all times properly operate and maintain all facilities which are installed or used by the Permittee to achieve compliance with the conditions of this permit. Proper operation and maintenance includes effective performance, adequate funding, adequate operator staffing and training, and adequate laboratory and process controls, including appropriate quality assurance procedures. This provision requires the operation of a back-up or auxiliary facility or similar systems only when necessary to achieve compliance with the conditions of this permit.
- I.B.6. The Permittee may not commence treatment, storage or disposal of hazardous waste at any new or modified portion of the facility or corrective action for contaminated groundwater or soil until the Permittee has submitted to the Director by certified mail, or hand delivery, a letter signed by the Permittee and a registered professional engineer or, when appropriate, registered professional geologist, stating that the facility has been constructed or modified in compliance with the permit where appropriate; and the Director has inspected the modified or newly constructed facility and finds it is in compliance with the conditions of the permit; or the Director has either waived the inspection, or within fifteen (15) calendar days has not notified the Permittee of his or her intent to inspect.

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Permit Number: HW-063(D)

Union Carbide Corp., GAD981235294 is hereinafter referred to as the Permittee.

I.C. Monitoring and Reporting

- I.C.1. Samples and measurements taken for the purpose of monitoring shall be representative of the monitored activity. The method used to obtain a representative sample of the waste/media to be analyzed must be the appropriate method from Appendix I of 40 CFR Part 261. Laboratory methods must be those specified in the most recent editions of Test Methods for Evaluating Solid Waste; Physical/Chemical Methods, SW 846 or Standard Methods for the Examination of Water and Wastewater (or an equivalent method as specified in the Waste Analysis Plan). Sampling and analyses of soil, sediment, surface water and groundwater samples shall be conducted in accordance with methods and procedures in the Sampling and Analysis Plan, as amended, and the USEPA Region IV Quality System & Technical Procedures for SESD Field Branches, as revised, or in accordance with those methods and procedures otherwise acceptable to the Director.
- I.C.2. The Permittee shall retain records of all monitoring information, including all calibration and maintenance records and all original strip chart recordings for continuous monitoring instrumentation, copies of all reports and records required by this permit, the certification required by Condition I.G.1 and 40 CFR 264.73(b)(9), and records of all data used to complete the application for this permit, for a period of at least three (3) years from the date of the sample, measurement, report, certification, record, or application. These periods are automatically extended during the course of any unresolved enforcement action regarding this facility and also may be extended at any time at the Director's discretion.
- I.C.3. The Permittee shall maintain records for all groundwater monitoring wells and associated groundwater surface elevations, including groundwater flow rate and direction throughout the post-closure period.
- I.C.4. Records of monitoring information shall include:
 - I.C.4.a. The date, exact place, and time of sampling or measurements;
 - I.C.4.b. The individual(s) who performed the sampling or measurements;
 - I.C.4.c. The date(s) analyses were performed;
 - I.C.4.d. The individual(s) who performed the analyses;
 - I.C.4.e. The analytical techniques or methods used, the method of sample preservation, and quality assurance methods;
 - I.C.4.f. The flow directions and flow rates in the uppermost aquifer; and
 - I.C.4.g. The results of such analyses and measurements presented in a table and/or figure format.
- I.C.5. The Permittee shall report to the Director or his representative orally within twenty-four (24) hours from the time the Permittee becomes aware of any circumstances resulting from the operation and/or maintenance of the hazardous

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Permit Number: HW-063(D)

Union Carbide Corp., GAD981235294 is hereinafter referred to as the Permittee.

waste management facility (including periods of non-compliance) which may endanger human health or the environment, including but not limited to:

I.C.5.a. Release of any hazardous waste, hazardous waste constituent(s), or hazardous constituent(s) that may cause an endangerment to public drinking water supplies;

I.C.5.b. Release or discharge of hazardous waste, hazardous waste constituent(s), or hazardous constituent(s) or a fire or explosion which could threaten human health or the environment outside the facility. The description of the occurrence shall include:

I.C.5.b.i. Name, address and telephone number of the owner or operator;

I.C.5.b.ii. Name, address, and telephone number of facility;

I.C.5.b.iii. Date, time, and type of incident;

I.C.5.b.iv. Name and quantity of materials involved;

I.C.5.b.v. The extent of injuries, if any;

I.C.5.b.vi. An assessment of actual or potential hazards to the environment and human health outside the facility, where this is applicable; and

I.C.5.b.vii. Estimated quantity and disposition of recovered material that resulted from the incident.

I.C.6. Within fifteen (15) calendar days of becoming aware of any reportable incident as in Condition I.C.5 above which may endanger human health or the environment, the Permittee shall submit a written report of the incident covering the following:

I.C.6.a. Description of occurrence as in Condition I.C.5 above;

I.C.6.b. Cause of occurrence;

I.C.6.c. Period of occurrence, including exact dates and times;

I.C.6.d. Time occurrence expected to continue (if not already corrected); and

I.C.6.e. Steps taken or planned to reduce, eliminate, and prevent recurrence.

I.C.7. Reports of compliance and noncompliance with, or any progress reports on, interim and final requirements contained in any compliance schedule of this permit shall be submitted no later than fourteen (14) calendar days following each schedule date.

I.C.8. The Permittee shall report instances of non-compliance, other than those described in conditions I.C.5 and I.C.7, semi-annually on July 15 (covering January 1- June 30) and January 15 (covering July 1 – December 31). The report shall cover the information requested in Condition I.C.5 for each incident.

I.C.9. All reports or other information requested by the Director shall be signed and certified according to the requirements in 40 CFR 270.11.

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- I.C.10. All geologic and engineering reports required by this permit shall be signed and sealed by the appropriate Georgia registered professional as defined by state law. Additionally, the following certification statement shall accompany reports containing groundwater data or interpretation:

I certify that I am a qualified groundwater scientist who has received a baccalaureate or post-graduate degree in the natural sciences or engineering, and have sufficient training and experience in groundwater hydrology and related fields, as demonstrated by state registration and completion of accredited university courses, that enable me to make sound professional judgments regarding groundwater monitoring and contaminant fate and transport. I further certify that this report was prepared by myself or by a subordinate working under my direction.

- I.C.11. The Permittee shall immediately notify EPD through the Department of Natural Resources Emergency Operations Center of any spill or release of oil or a hazardous substance as soon as the Permittee knows of the spill or release, as required by O.C.G.A. §12-14-3.

I.D. Responsibilities

- I.D.1. Right of Entry. The Permittee shall allow the Director of EPD, the Regional Administrator of EPA, and/or their authorized representatives, agents, or employees, upon the presentation of credentials and other documents as may be required by law to:

- I.D.1.a. Enter at reasonable times upon the Permittee's premises where a regulated facility or activity is located or conducted, or where records must be kept under the conditions of this permit;
- I.D.1.b. Have access to and copy, at reasonable times, any records that must be kept under the conditions of this permit;
- I.D.1.c. Inspect at reasonable times any facilities, equipment (including monitoring and control equipment), practices, or operations regulated or required under this permit; and
- I.D.1.d. Sample or monitor, at reasonable times, for the purposes of assuring permit compliance or as otherwise authorized by the Georgia Hazardous Waste Management Act, any substances or parameters at any locations.

- I.D.2. Transfer of Permits. This permit is not transferable to any persons except after notice to the Director. This permit may be transferred to a new owner or operator only if it is modified or revoked and reissued pursuant to 40 CFR 270.40(b) or 270.41(b)(2). Before transferring ownership or operation of the facility during its operating life or during its post-closure care period, the Permittee shall notify the

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new owner or operator in writing of the applicable requirements of 40 CFR 264 and 270.

- I.D.3. **Duty to Comply.** The Permittee shall comply with all conditions of this permit, except to the extent and for the duration such non-compliance is authorized by an emergency permit. Any other non-compliance with this permit constitutes a violation of the Georgia Hazardous Waste Management Act and is grounds for enforcement action, permit termination, revocation and reissuance, modification, or denial of a permit renewal application.
- I.D.4. **Duty to Reapply.** If the Permittee wishes to continue an activity regulated by this permit after the expiration date of this permit, the Permittee must submit a complete application for a new permit at least one hundred eighty (180) calendar days before this permit expires. Pursuant to 40 CFR 270.51, this permit and all conditions herein will remain in effect beyond the permit's expiration date if the Permittee has submitted a timely and complete application for a new permit and, through no fault of the Permittee, the Director has not issued a new permit on or before the expiration date of this permit.
- I.D.5. **Need to Halt or Reduce Activity Not a Defense.** It shall not be a defense for a Permittee in an enforcement action that it would have been necessary to halt or reduce the permitted activity in order to maintain compliance with the conditions of this permit.
- I.D.6. **Duty to Mitigate.** The Permittee shall take all reasonable steps to minimize or correct any adverse impact on the environment or human health resulting from non-compliance with this permit.
- I.D.7. **Duty to Provide Information.** The Permittee shall furnish to the Director, within a reasonable time, any relevant information which the Director may request to determine whether cause exists for modifying, revoking and reissuing, or terminating this permit or to determine compliance with the permit. The Permittee shall also furnish to the Director, upon request, copies of records required to be kept by this permit.
- I.D.8. **Anticipated Non-Compliance.** The Permittee shall give advance notice to the Director of any planned changes in the permitted facility or activity which may result in non-compliance with the permit requirements.
- I.D.9. **Reporting Planned Changes.** The Permittee shall give notice to the Director as soon as possible of any planned physical alterations or additions which impact any SWMUs, AOCs or the areas contaminated by them, including voluntary corrective measures.

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I.E. Definitions

For the purpose of this permit, terms used herein shall have the same meaning as those in 40 CFR Parts 124, 260 through 279, unless this permit specifically provides otherwise. Where terms are not defined in the regulations or the permit, the meaning associated with such terms shall be defined by a standard dictionary reference or the generally accepted scientific or industrial meaning of the term.

- I.E.1. Area of Concern (AOC) for the purpose of this permit includes any area having a probable release of a hazardous waste, hazardous waste constituent, or hazardous constituent which is not from a solid waste management unit and is determined by the Director to pose a current or potential threat to human health or the environment. Such areas of concern may require investigations and remedial action as required under the Georgia Hazardous Waste Management Act, §12-8-60, et.seq. and 40 CFR 270.32(b)(2) in order to ensure adequate protection of human health and the environment.
- I.E.2. Contamination for the purpose of this permit refers to the presence of any hazardous waste, hazardous waste constituent or hazardous constituent in a concentration which exceeds the naturally occurring concentration of that waste or constituent in the immediate vicinity of the facility (in areas not affected by the facility).
- I.E.3. Corrective Action for prior or continuing releases from solid waste management units, as well as for other releases as described in Condition I.E.14, for the purpose of this permit shall be as specified in 40 CFR 264.101 and may include "corrective action" as provided for in 40 CFR 264.100, and other remedial actions for any environmental media as deemed appropriate by the Director to protect human health or the environment. The terms "releases" and "other releases", when used in reference to corrective action requirements of this permit, shall not include releases that the Permittee can satisfactorily demonstrate to the Director have been fully remediated within thirty (30) calendar days of discovery.
- I.E.4. Corrective Action Management Unit (CAMU) for the purpose of this permit includes any area within a facility that is designated by the Director under 40 CFR 264.552 for the purpose of implementing corrective action requirements under 40 CFR 264.101. A CAMU shall only be used for the management of remediation waste pursuant to implementing such corrective action requirements at the facility.
- I.E.5. Director shall mean the director of the EPD or his/her authorized representative.
- I.E.6. EPA shall mean the United States Environmental Protection Agency and any successor departments or agencies of the United States.

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- I.E.7. EPD shall mean the Georgia Environmental Protection Division of the Department of Natural Resources and any successor departments or agencies of the State of Georgia.
- I.E.8. Extent of Contamination for the purpose of this permit is defined as the horizontal and vertical area/volume in which the concentrations of hazardous waste, hazardous waste constituent(s) or hazardous constituent(s) in the environmental media being investigated are above estimated quantitation limits, as defined in the most recent version of SW-846 or naturally occurring concentrations representative of areas not affected by the facility.
- I.E.9. Hazardous Constituents for the purpose of this permit are those substances listed in 40 CFR Part 261 Appendix VIII and 40 CFR Part 264 Appendix IX, as revised or superseded.
- I.E.10. Institutional Controls for the purpose of this permit are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the corrective measures.
- I.E.11. Interim Measures for the purpose of this permit are actions necessary to minimize or prevent the migration of contamination or limit actual or potential human and environmental exposure to contamination while long-term corrective action remedies are evaluated and, if necessary, implemented.
- I.E.12. Land Disposal Facility for the purpose of this permit is a facility (and all contiguous property under control of the owner or operator) that uses a surface impoundment, landfill, land treatment, waste pile, or miscellaneous unit to manage or dispose of hazardous waste pursuant to §12-8-66 of the Georgia Hazardous Waste Management Act, as amended, and §3004 of RCRA, as amended.
- I.E.13. Qualified Groundwater Scientist for the purpose of this permit means a scientist who has received a baccalaureate or post-graduate degree in the natural sciences or engineering and has sufficient training and experience in groundwater hydrology and related fields, as demonstrated by current State of Georgia registration and completion of accredited university courses, that enable that individual to make sound professional judgments regarding groundwater monitoring and contaminant fate and transport.
- I.E.14. Release for the purpose of this permit includes any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing into the environment of any hazardous waste, hazardous waste constituent(s) or hazardous constituent(s).

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I.E.15. Remediation Waste for the purpose of this permit includes all solid and hazardous wastes, and all media (including groundwater, surface water, soil, and sediment) and debris, which contain listed hazardous waste(s) or which themselves exhibit a hazardous waste characteristic, that are managed for the purpose of implementing corrective action requirements under 40 CFR 264.101 and §3008(h) of RCRA. For a given facility, remediation waste(s) may originate only from within the facility boundary, but may include waste managed in implementing corrective action requirements under 40 CFR 264.101 and §3004(v) or §3008(h) of RCRA for releases beyond the facility boundary.

I.E.16. Solid Waste Management Unit (SWMU) for the purpose of this permit includes, but is not limited to, any landfill, surface impoundment, waste pile, land treatment unit, incinerator, injection well, tank (including storage, treatment, and accumulation tanks), container storage unit, wastewater treatment unit, including all conveyances and appurtenances used in waste management or storm water handling, elementary neutralization unit, transfer station, or recycling unit from which hazardous waste, hazardous waste constituent(s) or hazardous constituent(s) might migrate, irrespective of whether the units were intended for the management of solid and/or hazardous waste. SWMUs include, but are not limited to, areas that have been contaminated by routine and systematic releases of hazardous waste, hazardous waste constituent(s), or hazardous constituent(s).

I.E.17. Staging Pile for the purpose of this permit includes temporary storage for mixing, sizing, blending, or other similar physical operations as long as they are intended to prepare the waste for subsequent management or treatment as defined in 40 CFR 264.554.

I.E.18. Temporary Unit (TU) for the purpose of this permit includes any temporary tank and/or container storage area used solely for treatment or storage of hazardous remediation waste during remediation activities required under 40 CFR 264.101. Designated by the Director, such units must conform to specific standards as defined in 40 CFR 264.553, and may only be in operation for a period of time as specified in this permit.

I.F. Conditions Related to Compliance General Facility Standards
(40 CFR 264 Subparts B, C, D, E, G, and H)

I.F.1. The Permittee must follow the procedures and plans described in detail in the permit application dated January 2011, as amended, which are hereby incorporated by reference and include at least the following:

I.F.1.a. Post-Closure Care Plan	Section 18
I.F.1.b. Corrective Action Plan	Sections 11
I.F.1.c. Sampling and Analysis Plan	Section 11
I.F.1.d. Revised Todd Creek Stabilization Plan, dated October 14, 2016	Section 12

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I.F.2. The following activities must be carried out as prescribed in 40 CFR 264 Subparts B, C, D and E and in accordance with Sections 13, 14, and 18 of the permit application:

- I.F.2.a. Security – 40 CFR 264.14(b) and (c)
- I.F.2.b. Repair and Inspection Log – 40 CFR 264.15(c) and (d)
- I.F.2.c. Personnel Training – 40 CFR 264.16
- I.F.2.d. Operating Record – 40 CFR 264.73
- I.F.2.e. Retention and Disposition of Records – 40 CFR 264.74
- I.F.2.f. Reports – 40 CFR 264.73, 264.74, 264.75, and 264.77

I.F.3. The following activities must be carried out as prescribed in 40 CFR Part 264 Subparts G and H and in accordance with Sections 18, 19, 20, & 21 of the permit application, as revised or amended, O.C.G.A. §12-8-68, Rule 391-3-11-.05 and Rule 391-3-11-.10:

- I.F.3.a. Post-Closure Care and Use of Property – 40 CFR 264.117
- I.F.3.b. Post-Closure Plan, Amendment of Plan – 40 CFR 264.118
- I.F.3.c. Notices to Local Land Authority and in Deed to Property – 40 CFR 264.119 and 264.120
- I.F.3.d. Financial Assurance for Post-Closure and Corrective Action. Continuous compliance with 40 CFR 264.145 must be maintained by the Permittee for the amount of the cost estimate for post-closure and corrective action as required by 40 CFR 264.144 until released by the Director as provided in 40 CFR 264.145(i). Continuous compliance with O.C.G.A. §12-8-68, and Rule 391-3-11-.05 is also required.

I.F.4. The Permittee must comply with 40 CFR 264.148 whenever necessary.

I.G. Special Conditions Applicable to Entire Facility

I.G.1. Waste Minimization: The Permittee shall be required to certify no less often than annually that the Permittee has a program in place to reduce the volume and toxicity of hazardous waste that is generated to the degree determined by the Permittee to be economically practicable, and the proposed method of treatment, storage or disposal is that practicable method currently available to the Permittee which minimizes the present and future threat to human health and the environment in accordance with 40 CFR 264.73(b)(9).

I.G.2. Land Disposal Restrictions: 40 CFR Part 268 identifies hazardous wastes that are restricted from land disposal and defines those limited circumstances under which an otherwise prohibited waste may continue to be placed on or in a land treatment, storage or disposal unit. The Permittee shall maintain compliance with the requirements of 40 CFR Part 268. Where the Permittee has applied for an extension, waiver or variance under this Part, the Permittee shall comply with all

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restrictions on land disposal under this Part once the effective date for the waste has been reached pending final approval of such application.

SECTION II. CONDITIONS RELATED TO POST-CLOSURE CARE

II.A. Unit Identification

The Permittee shall provide post-closure care in accordance with 40 CFR 264.310 for a landfill closed with wastes in place (maximum of 314 acre-feet), at the sites identified as Landfill Areas A, B, C, D, E, F, G, H, I, J, and K. The unit is also known as the RCRA hazardous waste regulated unit. The location of the closed unit is identified on Figure 5-1 of the permit application.

II.B. Waste Identification

The Permittee managed Aldicarb hazardous waste (listed P070) in the landfill identified in Condition II.A. The landfill and its associated waste streams are described in the permit application dated January 2011.

II.C. Monitoring and Inspection

II.C.1. The Permittee shall follow the inspection schedule and document inspections performed in accordance with Sections 11, 13, and 18 of the permit application, as revised and as required by 40 CFR 264.15 and 264.310. Inspections shall include the operation and maintenance of all corrective action equipment at the facility.

II.C.2. The Permittee shall follow the bank stabilization monitoring plan in Section 12 of the permit application (as revised on October 14, 2016) in order to maintain the integrity of the landfill as required in 40 CFR 264.310(b)(1).

II.D. Post-Closure Care

II.D.1 The Permittee shall perform post-closure care for the landfill identified in Condition II.A in accordance with the post-closure plan in Section 18 of the permit application, and as required by 40 CFR 264.117 through 264.120 and 264.310.

II.D.2 The facility's post-closure care period will continue until an adequate site specific demonstration can be made that the contamination no longer poses a threat to human health and the environment, pursuant to 40 CFR 264.117(a)(2)(ii).

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SECTION III. GROUNDWATER MONITORING

III.A. Well Location and Construction

The Permittee shall install and/or maintain a groundwater monitoring system to comply with the requirements of 40 CFR 264.95, 264.97 and 264.100 as specified below:

III.A.1. The Permittee shall maintain the following groundwater monitoring wells and withdrawal wells at the locations specified on Figure 11-1, and in accordance with Section 11 of the permit application, and any other groundwater monitoring wells or withdrawal wells deemed appropriate by the Director to monitor groundwater conditions within and adjacent to all plumes of contamination associated with the facility:

MW-1	MW-6	MW-7	MW-8	MW-10
MW-16	MW-17	MW-18	MW-19	MW-20
MW-21	MW-22	MW-23	MW-24	MW-25
MW-31	MW-32	MW-33	MW-34	MW-35
MW-36	MW-37	MW-38	MW-39	MW-40
MW-41	MW-42	MW-43	MW-44	MW-45
MW-46	MW-47	MW-48	MW-49	MW-50
MW-51	MW-52	ORP-1	ORP-2	ORP-3
TE-1	TE-2	TE-3		

III.A.2. The following groundwater monitoring well shall define the background monitoring well for the facility:

MW-1

If the groundwater in this well no longer represents background water conditions for the facility, the Permittee shall submit a plan to install a new background well(s).

III.A.3. The following groundwater monitoring wells shall define the point of compliance (POC) for the landfill:

MW-6	MW-7	MW-8	MW-34	MW-38
MW-39				

III.A.4. The Permittee shall install and maintain additional groundwater monitoring wells as necessary, to assess changes in the rate and extent of any plume of contamination or as otherwise deemed necessary to maintain compliance with 40 CFR 264.95, 264.97 and 264.100. A plan specifying the design, location and installation of any additional monitoring wells shall be submitted no later than thirty (30) calendar days prior to installation, (unless it is deemed appropriate by

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the Director and the Permittee that the wells should be installed on an accelerated schedule), which at a minimum, shall include:

- III.A.4.a. Well construction techniques including casing depths and proposed total depth of well(s);
- III.A.4.b. Well development method(s);
- III.A.4.c. A complete analysis of well construction materials;
- III.A.4.d. A schedule of implementation for construction; and
- III.A.4.e. Provisions for determining the lithologic character, hydraulic conductivity and grain size distribution for the applicable aquifer unit(s) at the location of the new wells(s).

III.B. Groundwater Protection Standard

III.B.1. The groundwater protection standard, as required under 40 CFR 264.92, shall consist of Table A, which lists the hazardous constituents and their respective concentration limits required under 40 CFR 264.93 and 264.94.

III.B.2. The groundwater protection standard further applies to all hazardous waste, hazardous waste constituent, or hazardous constituent releases as deemed appropriate by the Director to protect human health and the environment.

III.C. Compliance Period

III.C.1. The compliance period under 40 CFR 264.96 shall continue until the end of the post-closure period established by Condition II.D.2. and defined in 40 CFR 264.117.

III.C.2. If the Permittee is engaged in a corrective action program at the end of the compliance period as defined in Condition III.C.1., the compliance period is extended until the Permittee demonstrates that the groundwater protection standard has not been exceeded for a period of three (3) consecutive years, and corrective action as required under 40 CFR 264.100 has been terminated as required by 40 CFR 264.96(c).

III.D. Monitoring Program to Demonstrate Effectiveness of Corrective Action Program

The Permittee shall implement and maintain a groundwater monitoring program to demonstrate the effectiveness of the corrective action program required under 40 CFR 264.100 (and 40 CFR 264.101 as related to other releases of hazardous waste, hazardous waste constituents, or hazardous constituents). Groundwater monitoring shall be conducted in conformance with the requirements of 40 CFR 264.100(d) and as specified below:

III.D.1. The Permittee shall collect, preserve and analyze all groundwater samples as required by Condition III.F.

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III.D.2. The Permittee shall determine the concentration of all constituents specified in Table A, by collecting and analyzing samples according to the Sampling and Analysis Plan in Section 11 of the permit application.

III.D.3. The groundwater monitoring program must include a determination of the groundwater surface elevation in all monitoring and extraction wells identified in Condition III.A.1. each time groundwater is sampled.

III.D.4. The Permittee shall determine the groundwater flow rate and direction in the uppermost aquifer at least semi-annually.

III.D.5. Background concentrations for Table A parameters shall be based on analysis of samples taken from background monitoring well MW-1. The Permittee shall maintain all monitoring data from the wells pursuant to 40 CFR 264.97(j) and shall submit the data for purposes of background determination upon the Director's request. The acceptable demonstration of a lack of statistically significant difference between a background concentration and the concentrations at compliance point wells shall consist of application of the statistical method per 40 CFR 264.97(h) to a minimum of six (6) sets of sampling events from the above listed background monitoring well.

III.D.6. The Permittee must obtain samples from one of the six POC wells specified in Condition III.A.3. at least annually and on a rotating basis such that each POC well is sampled every six years, plus any additional wells specified by the Director, for all constituents in Appendix IX of 40 CFR Part 264 to determine whether additional hazardous constituents are present in the uppermost aquifer and, if so, at what concentrations. The Appendix IX results must be submitted to the Director within one hundred twenty (120) calendar days of the sampling.

If the Permittee finds Appendix IX constituent(s) in the groundwater that are not identified on Table A, then the Permittee may resample within one (1) month of receiving the results of the initial analysis and repeat the analysis. If the second analysis confirms the presence of new hazardous constituent(s), then the Permittee must report the concentrations of these additional hazardous constituents to the Director within seven (7) calendar days of the second analysis and submit a permit modification requesting these hazardous constituent(s) be added to Table A.

Alternatively, if the second analysis confirms the presence of new Appendix IX constituents, the Permittee may, at the time of the next sampling required by Condition III.D.2, sample the well that the new Appendix IX constituents were detected in, the nearest down-gradient well, and any additional down-gradient wells to which groundwater may have traveled (based upon the evaluation required by Conditions III.D.3 and III.D.4) and analyze for the new Appendix IX constituents. If the new Appendix IX constituents are not identified in any of

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these wells, the Permittee is relieved of the requirement to add the new constituents to Table A.

If the Permittee chooses not to resample under either of the above regimes, then the Permittee must report the concentrations of those additional hazardous constituents to the Director within seven (7) calendar days after completion of the initial analysis and submit a permit modification requesting these hazardous constituents be added to Table A.

III.D.7. Compliance with the groundwater protection standard, as defined under Condition III.B., will be based upon groundwater monitoring data obtained under Condition III.D.2. that indicate that all constituents listed in Table A no longer exceed the groundwater protection standard at the point of compliance or any other monitoring point within or adjacent to the plume(s) of contamination. Comparisons for the purpose of determining compliance shall be made utilizing the statistical procedure described in 40 CFR 264.97(h) and (i).

III.E. Corrective Action Program

III.E.1. The Permittee shall continue the corrective action program for releases of hazardous constituents to groundwater from the unit identified in Condition II.A. as required under 40 CFR 264.100, and as described in Section 11 of the January 2011 permit application, as revised or amended, for those hazardous constituents that exceed the groundwater protection standard in Table A.

III.E.2. The Permittee shall conduct a corrective action program to remove or treat in place any hazardous constituents that exceed concentration limits in Table A in groundwater between the point of compliance and the downgradient facility property boundary as required under 40 CFR 264.100(e)(1), and beyond the facility boundary as required under 40 CFR 264.100(e)(2), unless the Permittee can demonstrate to the satisfaction of the Director that:

III.E.2.a. Despite the Permittee's best efforts, the Permittee was unable to obtain the necessary permission to undertake such action beyond the facility property boundary, or

III.E.2.b Such action is not necessary to protect human health or the environment.

III.E.3. The Permittee is not relieved of all responsibility to clean up a release that has migrated beyond the facility's boundary where off-site access is denied as required under 40 CFR 264.100(e)(2).

III.E.4. The corrective action system must be installed and operated in such a manner as to mitigate the release of any hazardous waste, hazardous constituent(s) or hazardous waste constituent(s) to the environment.

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III.E.5. The corrective action system must be installed and operated in a manner so as to preclude further migration of the contaminant plume.

III.E.6. The Permittee shall treat, store and dispose of all contaminated groundwater in accordance with all applicable federal, state and local laws.

III.E.7. If the groundwater protection standard is met during the compliance period, the Permittee must continue corrective action to the extent necessary to ensure that the groundwater protection standard is not exceeded. The Permittee may request EPD to allow the corrective action program to be terminated if the groundwater protection standard is not exceeded for three (3) consecutive years as provided in 40 CFR 264.100(f).

III.F. Sampling and Analysis Procedures

The Permittee shall use the following techniques and procedures when obtaining and analyzing samples from the groundwater monitoring wells described in Condition III.A. to provide a reliable indication of the quality of the groundwater as required under 40 CFR 264.97(d) and (e);

III.F.1. Samples shall be collected, preserved, and shipped (when shipped off-site for analysis) in accordance with the procedures specified in Section 11.1.3 of the permit application, which incorporates the EPA's Region IV Science and Ecosystem Support Division (SESD) Procedures found in its Field Branches Quality System and Technical Procedures. This includes sampling of groundwater and management of samples prior to analysis, pump operation, groundwater level and well depth measurement, and field measurement procedures.

III.F.2. Samples shall be analyzed according to the procedures specified in Section 11.1.3 of the permit application, or as specified in the current Test Methods for Evaluating Solid Waste: Physical/Chemical Methods, SW-846 using whichever procedure is more recent at the time of analysis.

III.F.3. Samples shall be tracked and controlled using the chain of custody procedures specified in Section 11.1.3 of the permit application.

III.G. Reporting, Recordkeeping, and Response

III.G.1. The Permittee shall enter all monitoring, testing, and analytical data obtained pursuant to Condition III in the operating record, as required by 40 CFR 264.73(b)(6).

III.G.2. The Permittee shall submit a report to the Director on the effectiveness of the corrective action program semi-annually to include all monitoring, testing and analytical data obtained under Condition III. The report shall be submitted within

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sixty (60) calendar days after receiving the laboratory analytical data. The following information must be provided in the report:

- III.G.2.a. A clear indication of those hazardous constituents which exceed the groundwater protection standard established under Condition III.B.;
- III.G.2.b. A comparison with previous monitoring data;
- III.G.2.c. A discussion of trends toward improvement or degradation of groundwater quality;
- III.G.2.d. Updated calculation(s) and a discussion regarding the estimated time remaining to complete corrective action;
- III.G.2.e. Purge volume calculations, purge adequacy and field measurements (data sheets); and
- III.G.2.f. The assessment of groundwater flow rate and direction required under Condition III.D.4.

III.H. Permit Modification

III.H.1. If the Permittee or the Director at any time determines that the corrective action program no longer satisfies the requirements of 40 CFR 264.100 or Condition III.E. for releases of hazardous waste, hazardous waste constituent(s), or hazardous constituent(s) that originate from the regulated unit, the Permittee must within ninety (90) calendar days submit an application for a permit modification to make any appropriate changes in the program.

III.H.2. If the Permittee meets or exceeds the requirements of 40 CFR 264.100 and meets the groundwater protection standard at the point of compliance and throughout the contaminant plume for three (3) consecutive years, the Permittee may submit an application for a permit modification pursuant to 40 CFR 270.41 or 40 CFR 270.42 to terminate corrective action and establish an alternate groundwater monitoring program.

III.I. Duty of Permittee

The Permittee shall assure that groundwater monitoring and corrective action measures necessary to achieve compliance with 40 CFR 264.100 and the groundwater protection standard under 40 CFR 264.92 are taken during the compliance period.

SECTION IV. CORRECTIVE ACTION FOR SOLID WASTE MANAGEMENT UNITS AND AREAS OF CONCERN

IV.A. Applicability

The requirements of this Section apply to the determination of the need for and subsequent implementation of corrective action for releases from all solid waste management units (SWMUs) and areas of concern (AOCs) contained within the facility

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property boundary as required by 40 CFR 264.101(a), and those extending beyond the facility property boundary, as required by 40 CFR 264.101(c) and §12-8-66 of the Georgia Hazardous Waste Management Act. The requirements of this Section apply, but are not limited to, the following SWMUs and AOCs:

IV.A.1. The SWMUs and AOCs identified in Appendix A.

IV.A.2. Any additional SWMUs or AOCs discovered after the date of issuance of this permit due to groundwater monitoring, on-going field investigations, environmental audits, or other means.

IV.B. Notification and Assessment Requirements for Newly Identified SWMUs and AOCs

IV.B.1. Within fifteen (15) calendar days of the Permittee's discovery of any SWMU or AOC under Condition IV.A.2., the Permittee shall notify the Director in writing of such discovery.

IV.B.2. The Director shall notify the Permittee in writing of the discovery of any SWMU or AOC under Condition IV.A.2.

IV.B.3. Within sixty (60) calendar days of the Permittee's discovery pursuant to Condition IV.B.1. or within sixty (60) calendar days of receipt of the Director's notification under Condition IV.B.2., the Permittee shall submit to the Director the following information for each SWMU or AOC:

IV.B.3.a. Location on a topographic map of appropriate scale as required under 40 CFR 270.14(b)(19);

IV.B.3.b. Designation of type and function of SWMU/AOC;

IV.B.3.c. General dimensions, capacities and structural description (supply any available plans/drawings);

IV.B.3.d. Dates of SWMU/AOC operation;

IV.B.3.e. Specification of all wastes that have been managed at/in the SWMU or AOC to the extent available; and

IV.B.3.f. All available information pertaining to any release of hazardous waste, hazardous constituent(s) or hazardous waste constituent(s) (to include soil analyses, sediment, air, groundwater, and/or surface water data).

IV.B.4. The Director shall review the information submitted pursuant to Condition IV.B.3. and notify the Permittee in writing as to the need for further investigation, interim measures/stabilization requirements and/or corrective action as required by Condition IV.D., IV.E., IV.F., or IV.G.

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IV.C. Notification Requirements for Newly Discovered Releases at Previously Identified SWMUs and AOCs

- IV.C.1. Within thirty (30) calendar days of the Permittee's discovery of (a) previously unidentified release(s) from any SWMU or AOC identified under Condition IV.A, the Permittee shall notify the Director in writing of such discovery.
- IV.C.2. The Director shall notify the Permittee in writing of the discovery of any previously unidentified release(s) from any SWMU or AOC identified in Condition IV.A.
- IV.C.3. Within ninety (90) calendar days of the Permittee's discovery under Condition IV.C.1. or within ninety (90) calendar days of the date of receipt of the Director's notification under Condition IV.C.2., the Permittee shall submit to the Director, a RCRA Facility Investigation Workplan pursuant to Condition IV.F.

IV.D. Verification Investigation

- IV.D.1. The Director may require the Permittee to submit a Verification Investigation (VI) Workplan for any SWMU or AOC discovered under Condition IV.A.2. in a schedule to be determined by the Director. The VI Workplan shall describe all actions necessary to verify the presence or absence of a release for any SWMU or AOC. The VI Workplan shall include a schedule of implementation which includes intermediate milestones beginning with the Permittee's receipt of the Director's written approval of the VI Workplan continuing through submission of the VI Report required by Condition IV.D.3.
- IV.D.2. Upon receipt of the Director's written approval of the VI Workplan, the Permittee shall implement the Workplan in accordance with the schedule of implementation contained therein.
- IV.D.3. The Permittee shall submit a VI Report in accordance with the schedule of implementation contained within the approved VI Workplan. The VI Report shall describe all actions taken to verify the presence or absence of releases including all data collected during the VI. The Director shall review the VI Report and notify the Permittee in writing of the need for further investigation, interim measures and/or corrective action pursuant to Condition IV.E., IV.F., and/or IV.G., or of a finding of no further action required.

IV.E. Interim Measures

- IV.E.1. Upon the Director's concurrence, the Permittee may conduct interim measures to contain, remove, or treat contamination resulting from releases from any SWMU or AOC as necessary to protect human health and the environment. Such interim measures may be conducted concurrently with any investigations required by this permit.

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- IV.E.2. Within thirty (30) calendar days of the Permittee's determination that interim measures are necessary, or within thirty (30) calendar days of receipt of the Director's written notice that interim measures are necessary, the Permittee shall submit to the Director an Interim Measures (IM) Workplan. The IM Workplan shall describe all measures necessary to contain, remove or treat contamination resulting from releases from any SWMU or AOC. The IM Workplan shall include a schedule of implementation, which includes intermediate milestones beginning with the Permittee's receipt of the Director's written approval of the IM Workplan and continuing through submission of the IM Report required by Condition IV.E.5.
- IV.E.3. Upon receipt of the Director's written approval of the IM Workplan, the Permittee shall implement the Workplan in accordance with the schedule of implementation contained therein.
- IV.E.4. The Permittee shall provide written notice to the Director as soon as possible of any planned changes, reductions or additions to the interim measures described in the IM Workplan.
- IV.E.5. The Permittee shall submit an IM Report in accordance with the schedule of implementation contained in the approved IM Workplan. The IM Report shall describe all interim measures taken to contain, remove or treat contamination resulting from releases from any SWMU or AOC. The IM Report shall also provide a summary of all data or other information obtained during implementation of the IM Workplan and a summary of the effectiveness of the interim measures in achieving the objective of Condition IV.G.

IV.F. RCRA Facility Investigation

- IV.F.1. Within ninety (90) calendar days of the date of receipt of the Director's written notice pursuant to Condition IV.B.4., IV.C.3., and/or IV.D.3. the Permittee shall submit to the Director a RCRA Facility Investigation (RFI) Workplan.
- IV.F.2. The RFI Workplan shall provide a description of the specific actions necessary to determine the full nature and extent of contamination associated with releases from any SWMU and AOC identified by Condition IV.A., IV.B., IV.C., and IV.D., including potential migration pathways for those releases (e.g. air, land, surface water, and groundwater), actual or potential receptors and applicable background concentrations. The Permittee must provide sufficient justification that migration through a potential pathway is not likely if a potential migration pathway associated with a release is not included in the Workplan. Such deletions are subject to the approval of the Director.
- IV.F.3. The RFI Workplan shall include a schedule of implementation, which includes intermediate milestones beginning with the Permittee's receipt of the Director's

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written approval of the RFI Workplan and continuing through submission of the RFI Report required by Condition IV.F.5.

- IV.F.4. The Permittee shall implement the RFI in accordance with the approved RFI Workplan required by Condition IV.F.2. and IV.F.3.
- IV.F.5. The Permittee shall submit a RFI Report in accordance with the schedule of implementation contained in the approved RFI Workplan. The Report shall provide a summary of all activities undertaken during the RFI to implement the approved Workplan. The Report shall provide a complete description of the nature and extent of contamination associated with all releases evaluated during the RFI including sources, migration pathways, actual or potential receptors, and applicable background concentrations. The RFI Report shall address all releases which extend beyond the facility property boundary unless the Permittee demonstrates to the Director's satisfaction that, despite the Permittee's best efforts, the Permittee was unable to obtain permission to undertake actions required by the Workplan, or such action is not necessary to protect human health or the environment.
- IV.F.6. The Director shall review the RFI Report required under Condition IV.F.5. and notify the Permittee in writing of the need for further investigation and/or corrective action as required by Condition IV.G., 40 CFR 264.101(a) and 40 CFR 264.101(c), or of a finding of no further action required.
- IV.F.7. Within thirty (30) calendar days of the Permittee's receipt of the Director's written notice for further investigation referenced in Condition IV.F.6., the Permittee must address, to the Director's satisfaction, all comments and concerns included in the Director's written notice referenced in Condition IV.F.6.

IV.G.1 Corrective Action

- IV.G.1. Within ninety (90) calendar days of the Permittee's receipt of the Director's written notice referenced in Condition IV.B.4., IV.D.3., and IV.F.6., the Permittee shall submit a Corrective Action Plan (CAP) to the Director. The CAP shall provide a description of the corrective measures to be taken with regard to releases from any SWMU and AOC identified in Condition IV.B.4., IV.D.3., and IV.F.1. The CAP shall be submitted as a request for permit modification in accordance with 40 CFR 270.41 and 270.42. The Permittee is not relieved of all responsibility to clean up a release that has migrated beyond the facility's boundary where offsite access is denied as required under 40 CFR 264.101(c).
- IV.G.2. The CAP shall include a schedule of implementation with intermediate milestones beginning with the issuance of the permit modification requested pursuant to Condition IV.G.1. and continuing through the compliance period.

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IV.G.3. The CAP shall include a cost estimate and demonstration of financial responsibility for completing such corrective action as required by 40 CFR 264.101(b), O.C.G.A. §12-8-68, and Rule 391-3-11-05.

IV.G.4. The Director shall review the CAP required under Condition IV.G.1. and notify the Permittee in writing of the need for further corrective measures as required by 40 CFR 264.101(a) and 40 CFR 264.101(c), or of an approval of the CAP.

IV.G.5. Within thirty (30) calendar days of Permittee's receipt of Director's written notice for further corrective measures referenced in Condition IV.G.4., the Permittee must address, to the Director's satisfaction, all comments and concerns included in the Director's written notice referenced in Condition IV.G.4.

IV.G.6. The Revised Todd Creek Stabilization Plan, dated October 14, 2016, is incorporated by reference. The following provisions are requirements of this permit:

IV.G.6.a. For ECM-2, ECM-3, and ECM-4, the Primary Contingency Plan design and permitting must be initiated no later than the point in time which is concurrent with bank erosion reaching the 115-ft Trigger Pin (115-ft distance from the baseline);

IV.G.6.b. For ECM-0, ECM-1, ECM-2, ECM-3, and ECM-4, corrective action activities described in the approved Primary Contingency Plan must be completed prior to or concurrent with bank erosion reaching the 100-ft Trigger Pin (100-ft distance from the baseline);

IV.G.6.c. For ECM-0, ECM-1, ECM-2, ECM-3, and ECM-4, the Secondary Contingency Plan must be evaluateddesigned prior to or concurrent with: (1) greater than 1 ft of bluff lost within a 12 month period; and/or (2) a total distance of 5 ft of bluff lost past the 100-ft Trigger Pin (i.e. 95-ft distance from the baseline);

IV.G.6.d. For ECM-0, ECM-1, ECM-2, ECM-3, and ECM-4, corrective action activities described in the approved Secondary Contingency Plan must be completed prior to or concurrent with bank erosion reaching the 85-ft Trigger Pin (i.e. 85-ft distance from the baseline);

IV.H. Schedule of Compliance

IV.H.1. All plans and reports required by this Section are subject to the approval of the Director prior to implementation. The Director shall specify in writing any deficiencies of any plan and/or report submitted by the Permittee pursuant to this Section, including a schedule for resubmission of revised documents to address said deficiencies. The Permittee shall revise all submittals as specified by the Director, and must address, to the Director's satisfaction, all comments and concerns included in the Director's written notice.

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- IV.H.2. For any schedule of implementation required by this Section, if the time required to complete any interim activity is more than one year, the schedule shall specify interim dates for the submission of reports of progress toward satisfaction of the interim requirements.
- IV.H.3. The results of all plans and reports shall be submitted in accordance with the approved schedule. Extensions of the due date for the submittal of any plan or report may be granted by the Director based on the Permittee's demonstration that sufficient justification for the extension exists. Extensions of over thirty (30) calendar days must be requested in writing.
- IV.H.4. Upon approval by the Director, all plans, reports and schedules shall be enforceable as conditions of this permit.
- IV.H.5. If at any time the Permittee determines that any plan, report or schedule required under this Section no longer satisfies the requirements of this permit or 40 CFR 264.101, the Permittee must submit an amended plan, report or schedule to the Director within thirty (30) calendar days of such determination.
- IV.H.6. If at any time the Director determines that any plan, report or schedule required under this Section no longer satisfies the requirements of this permit or 40 CFR 264.101, the Director will so notify the Permittee in writing and request that an amended plan, report or schedule be submitted in accordance with a schedule to be specified.

IV.I. Permit Modification

If required to develop a CAP under Condition IV.G. and 40 CFR 264.101, or amend/modify a CAP, the Permittee shall apply for a permit modification pursuant to 40 CFR 270.41 and 270.42.

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Table A

Hazardous Constituent	Concentration ($\mu\text{g/l}$)	Basis
2,4,5-T (Trichlorophenoxyacetic Acid)	122	ACL*
2,4-D (Dichlorophenoxyacetic Acid)	100	Table 1 from 40 CFR 264.94
2-Chlorophenol	71	ACL*
2-Methylnaphthalene	27	ACL*
3-Methylphenol (m-Cresol)	716	ACL*
4-Methylphenol (p-Cresol)	72	ACL*
Acetone	12714	ACL*
Acetonitrile	257	ACL*
Aldicarb	15	ACL*
Antimony	6	ACL*
Arsenic	50	Table 1 from 40 CFR 264.94
Barium	1000	Table 1 from 40 CFR 264.94
Carbon Disulfide	559	ACL*
Chromium	50	Table 1 from 40 CFR 264.94
Cyanide	200	ACL*
Ethylbenzene	700	ACL*
Fluoride	4000	ACL*
Formaldehyde	2	ACL*
Methyl Ethyl Ketone	6549	ACL*
Methacrylonitrile	1	ACL*
Methylene Chloride	5	ACL*
Naphthalene	1	ACL*
Nickel	100	ACL*
Phenol	4475	ACL*
Pyridine	15	ACL*
Selenium	10	Table 1 from 40 CFR 264.94
Silvex (2,4,5,-TP)	10	Table 1 from 40 CFR 264.94
Sulfide	Background	Background
Toluene	1000	ACL*
Vanadium	1	ACL*
Xylenes	10000	ACL*
Zinc	4674	ACL*
4-Chloroanaline	0.40	ACL**
Dibenzofuran	1.2	ACL**
1,4-dichlorobenzene	75	ACL**
Fluorine	43	ACL**
Phenanthrene	11	ACL**

*See Section 10 of the January 2011 permit application

** See Attachment B of the October 14, 2016 Union Carbide revised permit modification request

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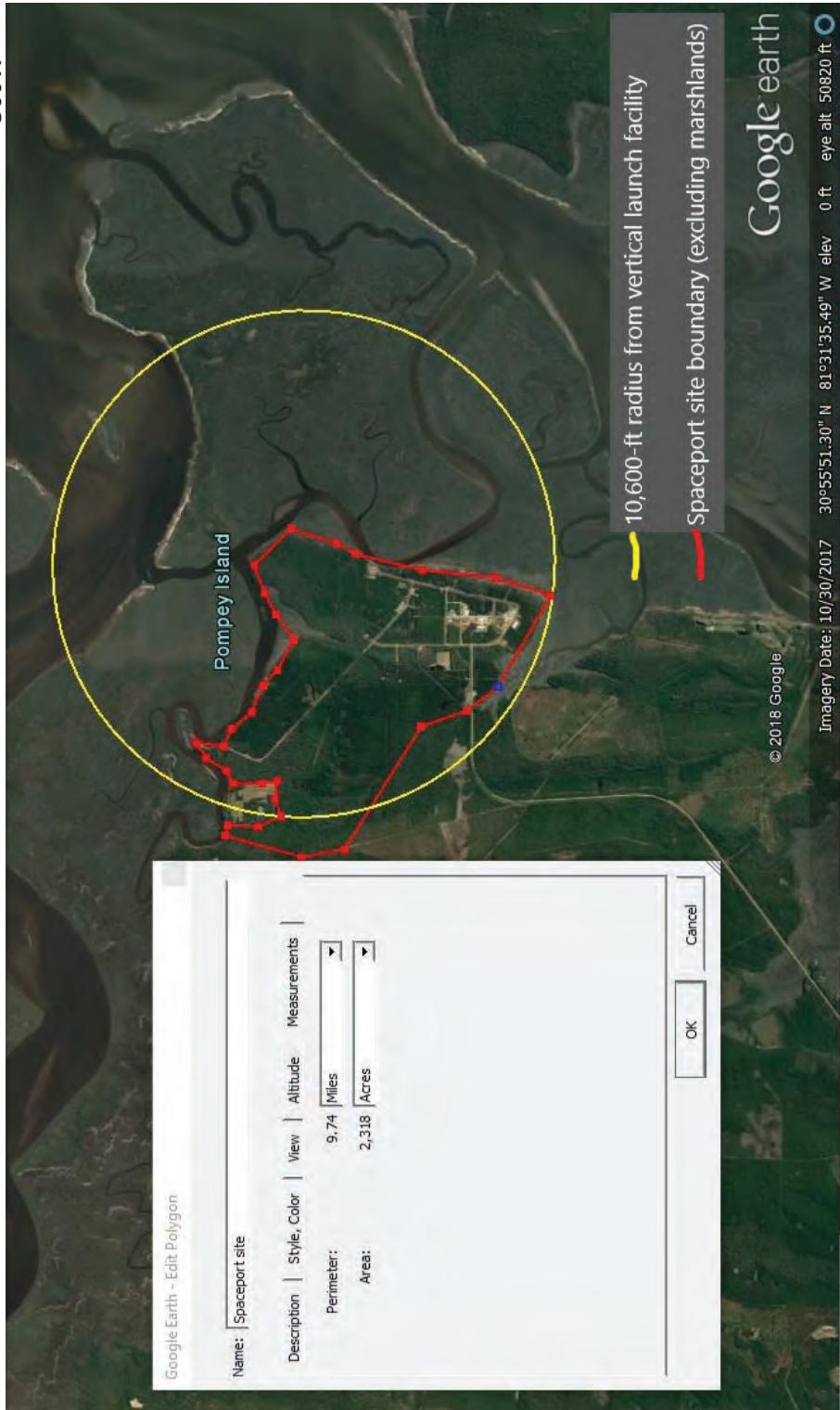
APPENDIX A

SOLID WASTE MANAGEMENT UNIT AND AREA OF CONCERN SUMMARY

SWMU or AOC	40 CFR 264.90(a)(2) Regulated Unit?	RFI Required?	RFI Complete?	Corrective Action Required?	No Further Action
SWMU 01A – Munitions Debris Area	No	Yes	Yes	U	No
SWMU 01 – Closed Landfill	Yes	Yes	Yes	Yes	No
SWMU 02 – Surface Storage of Empty Drums	No	Yes	Yes	No	Yes
SWMU 03 – Buried CS Trench and Surface Debris Area, Aldicarb Disposal Area	No	Yes	Yes	No	Yes
SWMU 04 – Acetone Evaporation Pond	No	Yes	Yes	No	Yes
SWMU 05 – Disposal Trench	No	Yes	Yes	No	Yes
SWMU 06 – Surface Disposal Area, Trench Area 1, Trench Area 2, Borrow Pit	No	Yes	Yes	No	Yes
SWMU 07 – Surface Disposal Area	No	Yes	Yes	No	Yes
SWMU 08 – 2015 MEC/MC Disposal Area 1	No	Yes	No	U	No
SWMU 09 – 2015 MEC/MC Disposal Area 2	No	Yes	No	U	No

U – Undetermined

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Little Cumberland Island Homes Association, Inc.

Barbara Jean Mapstone, Chair
Lexie Parker, President
V. Kevin Lang, Vice President
Joan McMillen, Secretary
Susan Owens, Treasurer

June 14, 2018

VIA U.S. MAIL AND ELECTRONIC MAIL
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RE: Comments Of The Little Cumberland Island Homes Association, Inc. To The Draft
Environmental Impact Statement For Spaceport Camden

I. INTRODUCTION

The Little Cumberland Island Homes Association, Inc. (“LCI HOA”) submits these comments to the Draft Spaceport Camden Environmental Impact Statement (“DEIS”) dated March 2018. Maps of the Trajectory Hazard and Closure Area covering virtually all of Little Cumberland Island, taken from the DEIS, are attached as Exhibit A.

Little Cumberland Island, owned by the LCI HOA and its members, is within the boundaries of the Cumberland Island National Seashore, a national park established by the United States Congress in 1972. The LCI HOA is a corporation formed in 1965 to manage Little Cumberland Island with the stated purpose that “Little Cumberland Island be held, owned and maintained in its natural state including wildlife preservation, with provision for the use of a portion thereof as home sites for its stockholders, all being, however, primarily concerned with nature preservation.”¹ There are currently 100 privately owned properties on Little Cumberland Island that are inhabited year-round or seasonally by the owners, their families and guests who number in the many hundreds of individuals at any time.

Consistent with Little Cumberland Island’s inclusion in the Cumberland Island National Seashore, an Agreement was entered that is binding between the United States of America and

¹ Articles of Incorporation, June 21, 1965, at Exhibit A, par. 1. Available at <https://ecorp.sos.ga.gov/BusinessSearch/BusinessFilings>, and last accessed on June 13, 2018.

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LCI HOA on September 20, 1975 “to assure the preservation of the natural resources of the Island consistent with the purposes for which the Seashore is established … and preserving and protecting the value and desirability” of the property of Little Cumberland Island, so that nothing should be done which “is in any way noxious, dangerous, unsightly, unpleasant or of a nature as may diminish or destroy the beauty and enjoyment” of the island.

The primary concerns of the LCI HOA are summarized below, but neither this list of highlights nor the specific comments contained herein comprise the full extent of our concerns. We understand that others will comment on the DEIS, and we request that those comments be given full and proper consideration. In particular, we understand that the Southern Environmental Law Center will comment on the DEIS on behalf of the National Parks Conservation Association and others with common interests in the preservation of the Cumberland Island National Seashore which includes Little Cumberland Island, and this comment letter should be deemed to adopt and incorporate the comments by the Southern Environmental Law Center by reference.

Although it is plain that the proposed action described by the DEIS would unlawfully and substantially impair property rights, health and safety, and the environment of Little Cumberland Island, its property owners, and vicinity, we are unable to fully assess the impacts that the proposed action would have in these regards and otherwise because Camden County has refused to produce the “Hazard Analysis” documents to us or any other party who has requested them through the Georgia Open Records Act (“GORA”) requests. Given this refusal to abide by the requirements of GORA, the LCI HOA reserves the right to further comment upon the DEIS when we obtain the Hazard Analysis and supporting documents, through litigation or otherwise. A copy of the GORA request and response by Camden County is attached as Exhibit B.

The concerns of the LCI HOA include but are not limited to the following:

- Residents in Hazard Closure Area. During rocket launches, landings and testing, the owners, their families and guests will be present in the hazard closure area according to the DEIS and Camden County.
- Private Property Takings. The conduct of rocket launches and landings over and in the vicinity of Little Cumberland Island, tests and other activities related thereto and the ramifications of such activities will constitute an unconstitutional and otherwise unlawful taking of the property rights of the property rights of LCI HOA and its members.
- Violation of LCI HOA Agreement with United States of America. The detrimental impact of Spaceport Camden and the activities associated therewith on Little Cumberland Island will interfere with and cause the United States to breach the terms of the Agreement between the parties dated September 20, 1975. A copy of that Agreement is attached as Exhibit C.
- Proposed Action Would be in Conflict with Existing Land Use Management Plans, Laws, or Other Policies. The Spaceport Camden project and its impact on the Cumberland Island National Seashore, including Little Cumberland Island,

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would be in conflict with the law and policy which established and governs the National Seashore.

- DEIS Describes Significant Detrimental Impact to Humans, Animals and the Environment. The DEIS although incomplete and misleading in these regards in understating the degree of impact nevertheless contains information demonstrating that the proposed project would have significant detrimental impact on humans, animals, and the environment, which impact is unjustifiable.
- Wasteful and Speculative Expense and Risk of Taxpayer Funds. As property owners in Camden County, the LCI HOA and its members are obligated to pay property taxes to support the government of Camden County. The proposed action would involve the very substantial expenditure of Camden County funds and very substantial risks for which its taxpayers would carry the ultimate exposure. The DEIS fails to provide anything close to a complete disclosure or assessment of such expenses and risks for the highly-speculative and unjustified economic development project proposed by Camden County.
- Failure to Assess Alleged Needs and Appropriate Alternatives. The DEIS fails to assess properly the alleged needs (if any) and alternatives to the proposed action when it comes to commercial spaceflight launches and landings. The DEIS fails to provide adequate information regarding any alleged unmet demand for commercial spaceflight facilities and fails to consider the alternative of using currently underutilized alternative existing facilities capable of hosting commercial spaceflights. These include, but are not limited, to the facilities at Cape Canaveral, the use of which would not involve overflight and adverse impacts to private property rights such as are implicated by the ill-conceived and poorly-assessed, speculative, damaging, from-scratch proposed development and use of Spaceport Camden.
- Failure to Assess Impacts on Navigational Laws and Rights. The DEIS fails to assess completely or properly the adverse impacts to navigational rights and laws involving the proposed closures of the navigable waters in the vicinity of Little Cumberland Island and elsewhere that would result from Spaceport Camden flights, landings, and related activities. The members of LCI HOA would be among the most heavily-impacted by such closures.

II. SPECIFIC COMMENTS TO DRAFT EIS

The following are comments to specific statements in the Executive Summary and text of the DEIS (in italics), but all corresponding sections of the DEIS must be revised to address the issues raised herein.

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1. Little Cumberland Island Residents and Visitors will be in the Trajectory Hazard and Closure Area
 - a) Exhibits ES-5 and ES-6 (ES p. 11-12), “*Representative Trajectories with Hazard and Closure Areas*,” shows that all of Little Cumberland Island (ES-5) or all but the northern tip (ES-6) fall within the Trajectory Hazard and Closure Area. *See also* ES-4 attached at Exhibit A.
 - b) ES p. 5, line 33 “*All vehicles would launch to the east, over the Intracoastal Waterway, Cumberland Island National Seashore and/or Little Cumberland Island, and the Atlantic Ocean.*”
 - c) ES p. 10 line 25-28 “*The closure area would be expected to include areas around the access points to the launch site at the end of Harriett’s Bluff Road (also referred to as Union Carbide Road) and the waterways surrounding the launch site, in addition to parts of Cumberland Island and Little Cumberland Island extending along the trajectory and out to sea.*” (Emphasis added.)
 - d) ES p. 11, line 10-15 “*Appropriate cost recovery mechanisms would be put in place as needed for those stakeholders that are a part of the process, and provisions for “authorized persons” would also be determined and implemented (e.g., residents, vacation house owners and permit-holding campers, NPS personnel). Should those persons wish to depart the area on Cumberland Island or Little Cumberland Island for a launch, Spaceport Camden personnel may facilitate transportation for those individuals to and from their houses or camp sites on the day of the launch.*” (Emphasis added.)

Comment:

The DEIS contains multiple references to Little Cumberland Island being in the launch trajectory hazard and closure area. It appears that this reference is intended to mean the same thing as the FAA-defined Overflight Exclusion Zone (“OEZ”) although the DEIS fails to use that term. Little Cumberland Island is approximately 4 miles from the proposed launch pad – see map attached as Exhibit A. We can find no precedent for the FAA licensing commercial rocket launches over inhabited residential areas such as Little Cumberland Island. The DEIS states Camden County will classify residents of Little Cumberland Island as “authorized persons” who may remain in the Trajectory Hazard and Closure Area.

Statements in the DEIS of “*appropriate cost recovery mechanisms*” and “*provisions*” (ES p. 11, line 10-15) for members of the uninvolved public subject to overflight by rockets imply some type of financial assurance to protect property owners from impacts of routine operations and catastrophic rocket failures. The DEIS must be revised to describe these “*cost recovery*,” undefined “*provisions*” and “*authorization*” measures fully and clearly so they can be incorporated as license conditions. Vague suggestions of possible recompense do not constitute adequate impact mitigation measures. Moreover, any proposed recompense would necessarily be inadequate in relation to LCI HOA’s and its members’ property rights, and any proposed impact to those property rights would be subject to injunctive relief.

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FAA regulations prohibit licensing commercial rocket launches over inhabited private property areas such as Little Cumberland Island. Under the FAA regulations, during the flight of a launch vehicle the OEZ “must remain clear of the public,” namely “people and property that are not involved in supporting a license or permitted launch.” 14 CFR 420.5. See attached as **Exhibit D** a rendering of the location of the OEZ for medium range rockets, the medium-large lift-class vehicle being the representative launch vehicle throughout the DEIS (ES pp. 9, line 5 and 2-22, line 8).

In statements outside of the DEIS, both Camden County and the Aerospace Corporation have represented that the OEZ will not reach Little Cumberland Island.² Given that the Trajectory Hazard and Closure Area referenced in the DEIS covers a large portion of Little Cumberland Island, their representations outside of the DEIS are misleading.

Even if Camden County were to use an alternate FAA approved methodology for establishing the OEZ, the equivalent level of safety it must meet is “exceeded if one person were present in the open” on Little Cumberland Island at the time of a launch. 14 CFR 420(a)(3). The LCI HOA does not and will not agree to evacuate their homes numerous times a year or conceivably several times a month. 14 CFR 420A(d)(2). The DEIS estimates 12 launches per year with up to 12 associated launch vehicle first stage landings, 12 rehearsals and 12 static fire engine tests per year, averaging up to four such events every month, all launching to the east over areas including Little Cumberland Island. (ES p. 5, lines 33-34). See also the trajectories analyzed in the DEIS which include most if not all of LCI³. (ES pp. 12 and 13). One, much less several involuntary evacuations a month or more would violate the LCI HOA homeowners’ property rights and their rights guaranteed by the federal government as discussed below.

In an apparent effort to circumvent their own regulations, the DEIS and comments from members of Camden’s County’s Spaceport team indicate that they will classify residents of Little Cumberland Island as “authorized persons” who will remain in the Overflight Exclusion Zone (“OEZ”). The term “authorized persons” as used in the DEIS, however, is not a defined term in FAA regulations and certainly does not refer to homeowners and property owners located in the OEZ. The DEIS, nevertheless, goes on to say that “[s]hould those persons wish to depart the area on Cumberland or Little Cumberland Island for a launch, Spaceport Camden personnel **may** facilitate transportation for those individuals to and from their houses” on the “day of the launch.” (ES p. 11) (emphasis added). Forced evacuation does not constitute such a “wish to depart”.

The DEIS must be revised to eliminate the northern range of trajectories that overfly Little Cumberland Island, and must delete all references to the residents, their families and guests as being “*authorized persons*” to be exposed to the hazards of rocket launches and failures. LCI

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² John Simpson, Spaceport Camden Blog, The ABCs of OEZs: Understanding Spaceport Camden’s Safety Criteria (May 14, 2018), <https://spaceportcamdenblog.com/2018/05/14/the-abcs-of-oezs-understanding-spaceport-camdens-safety-criteria> and email from Andrew Nelson, on behalf of Steve Howard, County Commissioner, Camden County, to Dick Parker, April 24, 2018 at 12:46 PM.

³ “Any proposed trajectories, launch vehicles, and/or fuel types or changes to the maximum number of timing of launches during the licensing process that are outside the scope of those addressed in this EIS would require additional environmental review.” (ES p. 9, line 18).

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HOA members will not agree to be removed from their properties and will not participate in any “authorization” process. To the contrary, they will exercise their constitutional rights to enjoy their properties when and how they see fit.

SA-08
SA-09
PA-32
PA-33

2. The DEIS Offers Unsupported and False Safety Assurances

- a) ES p. 10, line 13 *“Camden County ... would develop and implement agreements and plans with local authorities whose support is needed to ensure public safety...”*
- b) ES p. 5, line 2: *“The total 11,800 acres of these two 2 properties would provide an appropriate buffer to ensure the safety of the public.”*
- c) Table ES-1, p. 17 Coastal Resources: *“no unacceptable risks to human safety or property; and no adverse impacts to the coastal environment that cannot be satisfactorily mitigated.”*

Comment:

The DEIS must be modified to clarify that Camden County has no authority to access private property or enforce security and safety plans on unwilling members of the uninformed public who are occupying private property. Because Little Cumberland Island residents, their families and guests – potentially many hundreds of individuals - will be present in the hazard closure area, as indicated in the DEIS, and the Overflight Exclusion Zone (omitted from the DEIS), the conclusion that there will be *“no unacceptable risks to human safety or property”* is unsupported and unsupportable, and false and must be deleted from the DEIS.

PA-33

The reference to 11,800 acres of the proposed Spaceport’s upland and coastal marshes as somehow protecting people in the hazard closure area or OEZ from flaming debris and rocket fuel - with the threat of landing on persons or property and causing fires on the Island - is unsupported, unsupportable, and false and must be deleted.

PA-08

Further, the idea that Spaceport property would provide an *“appropriate buffer”* is a subjective concept not defined with reference to any standard and must be revised with a measurement or standard stated. The DEIS must clearly describe which Spaceport activities require buffering to ensure public safety, and which specific attributes of the Spaceport property would provide a buffering effect protecting public safety. The tidal saltmarsh and tidal creeks are navigable waters open to unrestricted public access, so, in fact, the tidal saltmarsh provides no buffer or barrier to fishermen, boaters, and other water-borne recreationists, including LCI HOA members and guests, from Spaceport operations and ramifications.

To the contrary, tidal marshland is one of the most important and sensitive coastal resources, deserving the highest level of protection. Its use as a *“buffer”* is inappropriate. The DEIS must be revised to delete all references to the use of the tidal marshland as a buffer, which marshland is typically owned by the State of Georgia in its capacity as trustee under the public trust doctrine.

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3. The DEIS Describes an Unlawful Taking of Private Property Rights

- a) Table ES-1, p. 24 “*There would be some inconveniences to local residences and recreational users during hazard area closures.*”
- b) ES p. 5, line 33 “*All vehicles would launch to the east, over the Intracoastal Waterway, Cumberland Island National Seashore and/or Little Cumberland Island, and the Atlantic Ocean.*”
- c) ES p. 5, lines 30-31 “*Operations would consist of up to 12 launches and up to 12 associated launch vehicle first-stage landings per year. Other operations, including up to 12 static fire engine tests and up to 12 wet dress rehearsals per year, are also proposed for the site.*”
- d) ES p. 9, line 29 “*there would typically be two mission rehearsals*” for every launch.
- e) ES p. 9, line 43 “*Public access in the vicinity of the launch site would be restricted during launches, wet dress rehearsals, and static fire engine tests. Closures would involve securing both land and water areas (referred to as closure areas, the sizes of which would vary for each operation).*”
- f) ES p. 11, line 26 “*Closures could last up to 12 hours on a launch day . . .*”

Comment:

The DEIS refers to the “*inconvenience*” of removing property owners from their homes and property during hazard area closures. There could be 12 launches per year and 12 landings, with two rehearsals for every launch; a dry rehearsal without loading rocket fuel and a wet rehearsal with rocket fuel loaded, and “*up to*” 12 static fire tests involving all the activities of the wet rehearsal plus firing the engine and using an estimated 250,000 gallons of water. (DEIS p. 2-27, lines 1-11.) Although not stated in the DEIS, it appears that Camden County intends to remove citizens from their properties on Little Cumberland Island for 12 launches per year, plus 12 wet rehearsals and 12 static fire engine tests – presumably resulting in the forced removal of citizens 36 times per year for “*up to 12 hours on a launch day.*”

PA-33
PA-21

The DEIS states that Little Cumberland Island will be in the hazard closure area, but it does not provide enough information to determine whether, where, how or how frequently Camden County would enforce a “hazard closure area” or OEZ that includes Little Cumberland Island. The DEIS must be revised to include more precise estimates of when, and specifically under what circumstances, Camden County intends to enforce the removal of citizens from their properties. The DEIS must state with certainty whether there will be additional forced removals from rocket landings as well as launches.

-LU-05

Aside from the proposed forced removals that the DEIS envisions, the other impacts of the proposed Spaceport Camden project and operations on Little Cumberland Island property owners’ property rights would constitute an unlawful taking of such rights. The adverse visual and sound impacts of the project on the use and enjoyment of their properties by such property owners and the risk caused by the project of physical harm to their health, safety, and properties would constitute an unlawful taking of their property rights. LCI HOA/USA Agreement Would Be Breached and Interfered with by the Camden Spaceport Project.

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The DEIS fails altogether to discuss or consider the impacts of the proposed project on the 1975 Agreement between the United States of America and the LCI HOA. As discussed in the Introduction section above, the purpose of this Agreement was and continues to be “to assure the preservation of the natural resources of the Island consistent with the purposes for which the Seashore is established … and preserving and protecting the value and desirability” of the property of Little Cumberland Island, so that nothing should be done which “is in any way noxious, dangerous, unsightly, unpleasant or of a nature as may diminish or destroy the beauty and enjoyment” of the island. In that Agreement, the United States (of which FAA is an agency) agreed not to engage in any activity that would constitute the exercise of eminent domain over any properties on Little Cumberland Island. As discussed in paragraph 3 of this comment letter above, the proposed activities associated with the existence and operation of Spaceport Camden would constitute a taking of property rights held by LCI HOA and its members. Therefore, not only would the proposed action constitute a breach of the above-stated purposes of the Agreement to preserve the natural attributes of Little Cumberland Island consistent with its inclusion in the Cumberland Island National Seashore, but such action would constitute a direct breach of the Agreement by the United States and an unlawful interference with such Agreement by Camden County and any launch operator.

LU-05

4. The Proposed Action Would be in Conflict with Existing Land Use Management Plans, Laws, or Other Policies

DEIS Table ES-1, p. 21 Land Use: “*There would be no conflict with existing land use management plans, laws, or other policies . . .*“

Comment:

The DEIS must be revised to state that the proposed project, including but not limited to rocket overflight of Cumberland Island and Little Cumberland Island, directly conflicts with the land management plans, policies, and commitments of the Cumberland Island National Seashore and LCI HOA. The DEIS should also be revised to state that it conflicts with laws and policies associated with the Cumberland Island National Seashore and with the use of navigable waters.

Little Cumberland Island and Cumberland Island are home to pristine maritime forests, undeveloped beaches and extensive salt marshes that support a rich biodiversity of wildlife and plants. Together they constitute the 9,800-acre Cumberland Island National Seashore, which includes a Congressionally designated Wilderness area, the highest level of federal land protection. Cumberland Island is the largest barrier island, over 36,000 acres, off the Georgia coast. In 1964, the United States Congress nearly unanimously passed the National Wilderness Preservation Act. Less than 5% of the United States is under this designation, with most of it in the western US. Today, the purpose of the Wilderness Act remains the same as it was in 1964.

- LU-05

The express purpose of the Wilderness Act is to maintain: “An area of undeveloped Federal land retaining its primeval character with the imprint of man’s work substantially unnoticeable” and which has “outstanding opportunities for solitude or a primitive and unconfined type of recreation.”

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June 14, 2018

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As stated by President Ronald Reagan in his Signing Statement of the Congressional Act creating the Cumberland Island Wilderness Area within the Cumberland Island National Seashore: "Cumberland Island...was designated as a national seashore to protect its outstanding natural, historical, cultural, and recreational values, and to provide a continuing source of outdoor recreation for the American public." The act creating the Cumberland Island National Seashore stated that it was done with the goal of permanently preserving Cumberland Island (which includes Little Cumberland Island) in its primitive state. 16 U.S.C. § 459i-5. The impacts of the proposed Spaceport Camden project on Cumberland Island (including Little Cumberland Island) would contravene the purposes of the Cumberland Island National Seashore as stated in its authorizing legislation and by President Reagan. Moreover, as discussed above, the proposed project would have significant adverse impacts on and conflicts with the purposes and terms of the Agreement between LCI HOA and the United States.

-LU-05

As discussed above, the impacts of the proposed project on the use of navigable waters pursuant to the closure of navigable waters on frequent occasions would constitute a violation of both state and federal navigational laws. These include but are not limited to 33 U.S.C. §§ 403 and 403a. And such closures would also violate the navigational rights of members of the public, including the members of the LCI HOA.

The DEIS should be revised to acknowledge the above-referenced conflicts of the proposed project with existing land management plans, policies, and laws.

5. The DEIS Describes Significantly Detrimental Impact to Humans, Animals and the Environment

- a) Table ES-1, p. 21 Land Use: *Long-term impacts to the solitude quality of the Cumberland Island Wilderness would result from the skylight and visual intrusion of the spaceport towers/facilities, but only from west shoreline areas.*"
- b) Table ES-1, p. 26 "Surface waters and wetlands could be impacted by spills of fuels and other hazardous materials during construction and during operation of Spaceport Camden. Spills could result in the loss of vegetation and pollution of wetlands or surface waters resulting in a short-term loss of wildlife habitat."
- c) Table ES-1, p. 22 "Noise levels during launches, landings, and static fire events would be quite high in areas surrounding Spaceport Camden . . . "
- d) Table ES-1, p. 23 "disruption of the natural soundscape, particularly in the designated Cumberland Island Wilderness Area could degrade the positive experiences of visitors to the island."
- e) Table ES-1, p. 24 Visual Effects: "Because these towers would have hazard lighting and markings, they 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 directed light 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."

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Comment:

"Adverse impacts on recreational use...would not result in severe alterations or diminished aesthetic recreational experiences (e.g., wilderness solitude)." This statement is an opinion not supported by any quantitative data or analysis in the DEIS. The DEIS must be revised to state that the wilderness experience of Cumberland Island visitors and the natural solitude experience of Little Cumberland and Cumberland Island residents, fishermen, and boaters will be disrupted by spaceport operations. Light, noise, vibration, and exhaust emission impacts will extend far beyond the west shoreline areas, as readily demonstrated by the skylight of Kings Bay submarine base which degrades the dark sky experience throughout the entire National Seashore. "No substantial long-term annoyance...and/or permanent conflicts with landowners has been identified." This statement is false. The DEIS must be revised to state that the spaceport presents numerous substantial, short-term, recurring, and long-term annoyances and conflicts with landowners and National Seashore visitors. Further, the DEIS should state that Camden County has made no attempt to communicate with the Little Cumberland Island Homes Association, and the county has consistently ignored issues raised by the group.

LU-05
LU-09
LU-13
LU-14
NP-21
WL-06
WL-12
WL-27

6. Other Unrealistic, False, Misleading, Incomplete, and Problematic Aspects of the DEIS

- a) DEIS Exhibits ES-5 and ES-6.

Comment:

These figures depicting Hazard Closure Areas reflect the inclusion of Little Cumberland Island in such areas. There is no precedent for the FAA to license launches over occupied private property, and Camden County has no legal means of forcing unwilling private property owners to evacuate their property. Therefore, **the closure areas depicted in these Exhibits improperly and unlawfully include Little Cumberland Island. The DEIS must not propose a project plan involving planned (or possible accidental) launch trajectories and closure areas that would implicate private property on Little Cumberland Island (or elsewhere on Cumberland Island). Further, the limited 5 mile wide hazard corridor has no basis in FAA regulations. The DEIS must be revised to clearly and precisely show the flight corridor and overflight exclusion zone, and the impacts to people, property, and commercial operations impacted by these zones must be fully described.**

PA-33
PA-37

- (b) Detimental Impact to Sensitive Animal Species

The DEIS notes that the "Georgia Coastal Resources Division recommends avoiding or minimizing launch operations that require closure areas on weekends, holidays, and during organized fishing tournaments in the vicinity" (DEIS p. 2-27, lines 42-44).

Comment:

The LCI HOA, as stewards of ecological resources on Little Cumberland Island, in partnership with the Department of the Interior since entering into the 1975 Agreement with the United States, also recommends that no launch activities, static fire engine tests or other

-BR-01

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disruptive operations be conducted during periods which would adversely impact the natural environment of Little Cumberland Island, Cumberland Island, and their surrounding marshes and waters, including any adverse impacts on sensitive species.

— BR-01

(c) DEIS statement: Dept. of Transportation Act, Section 4(f). Proposed Action. "The potential for constructive use...was not evaluated because sufficient information about individual launches...is not yet available."

Comment:

This statement is both false and illustrative of the premature, incomplete, and misleading nature of the DEIS. The DEIS explicitly states that there would be up to 12 launches and 24 supporting activities each year requiring closures impacting the Cumberland Island National Seashore, including Little Cumberland Island. Furthermore, launches are frequently delayed for weather and/or other reasons, so it is reasonable to contemplate that closures would extend for several days for several of the launches each year. **The DEIS must be revised to fully and quantitatively evaluate the impacts of multiple disruptions of the proposed project on the Cumberland Island National Seashore, including Little Cumberland Island.**

— SF-06

(d) Failure of DEIS to include information regarding financial impacts on Camden County taxpayers, including LCI HOA and its members

Comment:

As property owners in Camden County, the LCI HOA and its members are obligated to pay property taxes to support the government of Camden County. The proposed action would involve the very substantial expenditure of Camden County funds and very substantial risks for which its taxpayers would carry the ultimate exposure. The DEIS fails to provide anything close to a complete disclosure or assessment of such expenses and risks for the highly-speculative and unjustified economic development project proposed by Camden County. The DEIS must be revised to provide the business plan for Spaceport Camden, including substantiated statements of prospective costs and economic risks (including liability risks) associated with the development and operation of the Spaceport Camden on Camden County and its taxpayers.

— NP-13

(e) Failure of DEIS to assess alleged needs and appropriate alternatives

Comment:

The DEIS fails to assess properly the alleged needs (if any) and alternatives to the proposed action when it comes to commercial spaceflight launches and landings. The DEIS fails to provide adequate information regarding any alleged unmet demand for commercial spaceflight facilities and fails to consider the alternative of using currently underutilized alternative existing facilities capable of hosting commercial spaceflights. These include, but are not limited, to the underutilized facilities at Cape Canaveral, the use of which would not involve overflight and

— PN-02
— AL-02

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adverse impacts to private property rights such as are implicated by the ill-conceived and poorly-assessed, speculative, damaging, from-scratch proposed development and use of Spaceport Camden.

PN-02
AL-02

Conclusion

Thank you for this opportunity to comment on the DEIS. As discussed above, it contains significant flaws and omissions and must be revised to address them. But even subject to such flaws and omissions, the DEIS and these comments demonstrate that Spaceport Camden is and should be a non-starter in light of its conflict with laws, private property rights, and the 1975 Agreement between LCI HOA and the United States as discussed above. The DEIS should be revised to reflect these irreconcilable conflicts and to recommend either the no action alternative or the alternative use of a different location for commercial spaceport operations such as the existing facilities at Cape Canaveral, the use of which would not involve the waste and risk of huge amounts of taxpayer funds on a speculative and unnecessary new development, harm to the environment, and violation of law and property rights that the Spaceport Camden project would involve.

GC-09
AL-02

Sincerely,

Little Cumberland Island Homes Association, Inc.

By: Stacey Parker
Title: President, Little Cumberland Island Homes Association,
Inc.

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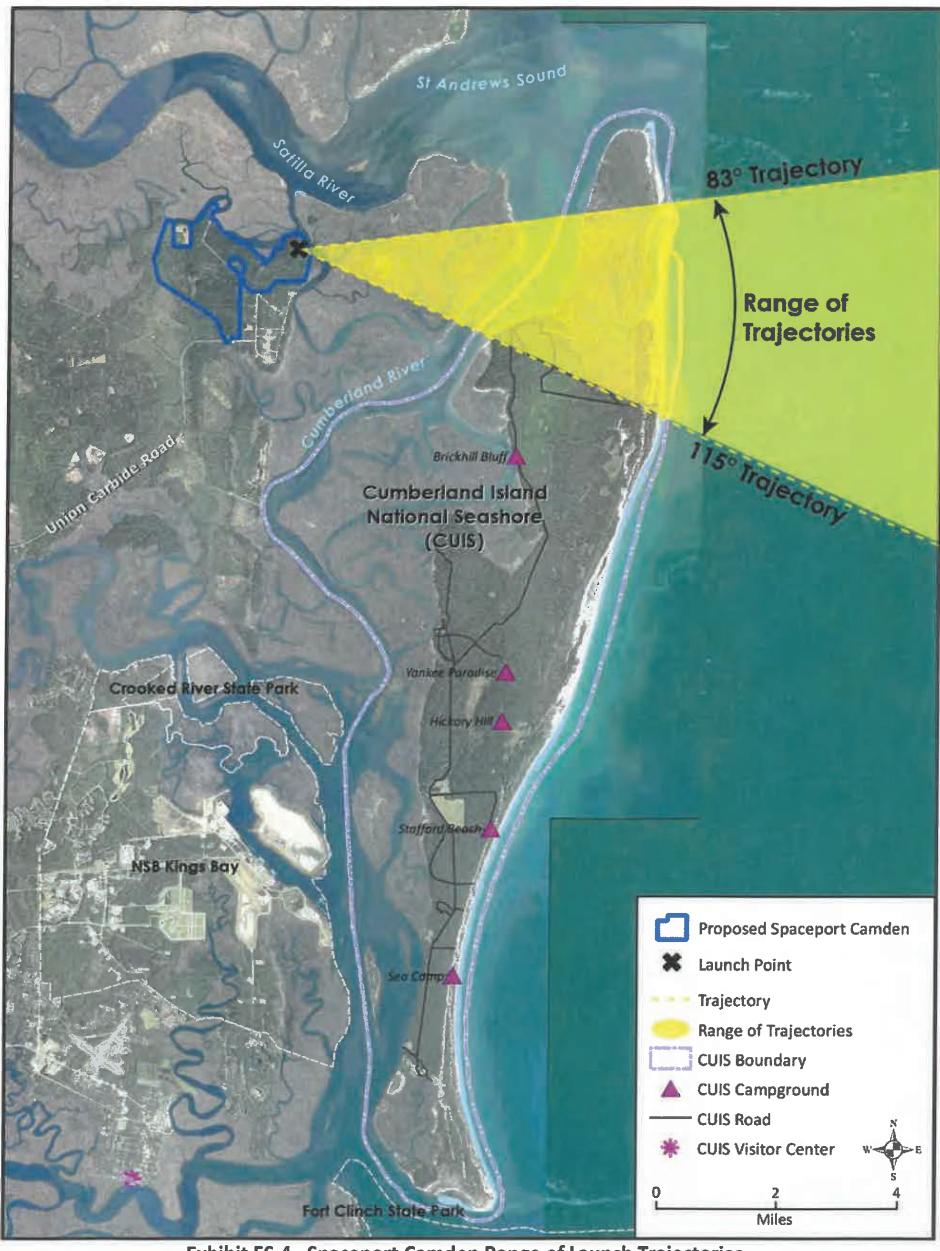
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EXHIBIT A

O0018

Draft Environmental Impact Statement

Spaceport Camden



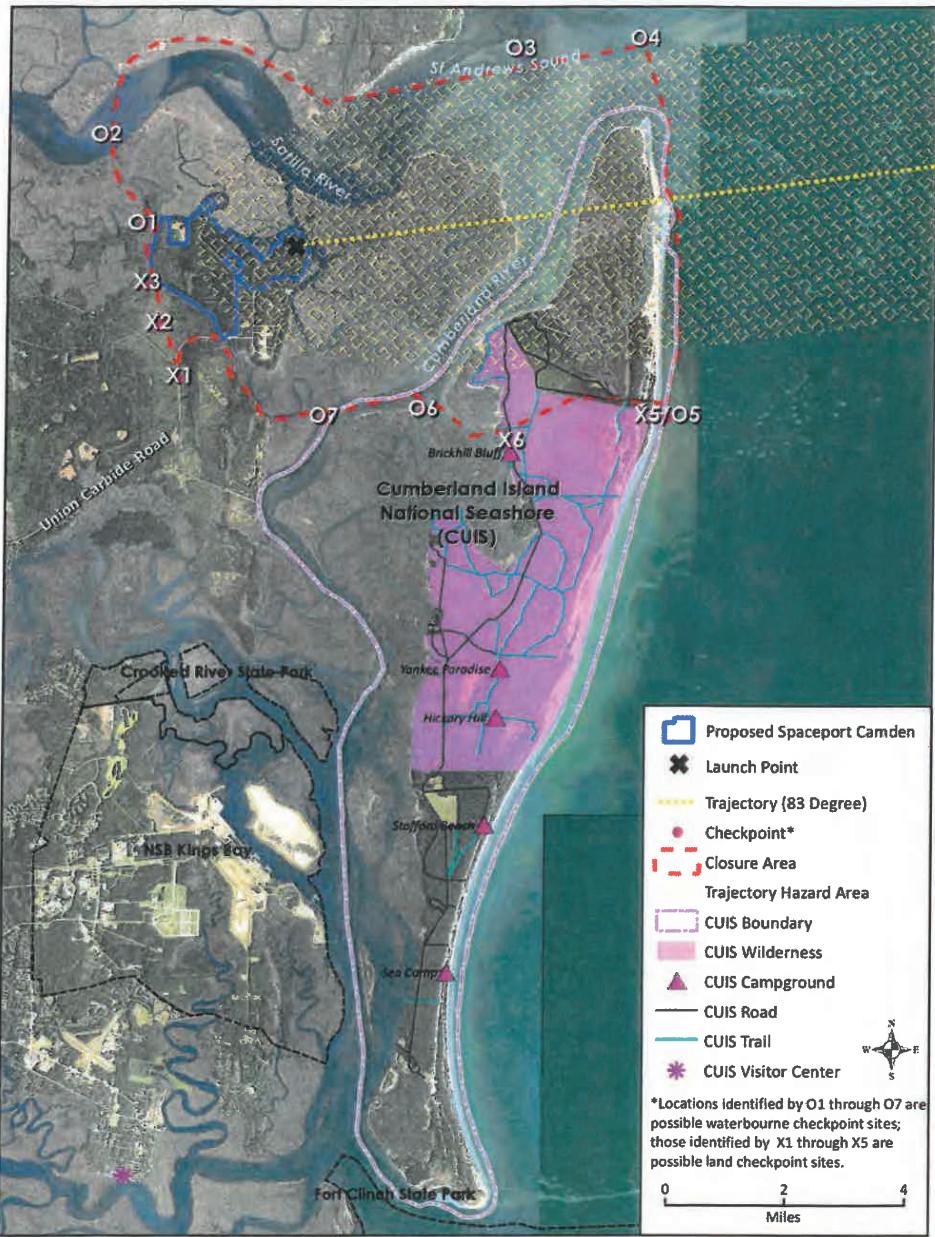
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Exhibit ES-4. Spaceport Camden Range of Launch Trajectories

O0018

Draft Environmental Impact Statement

Spaceport Camden

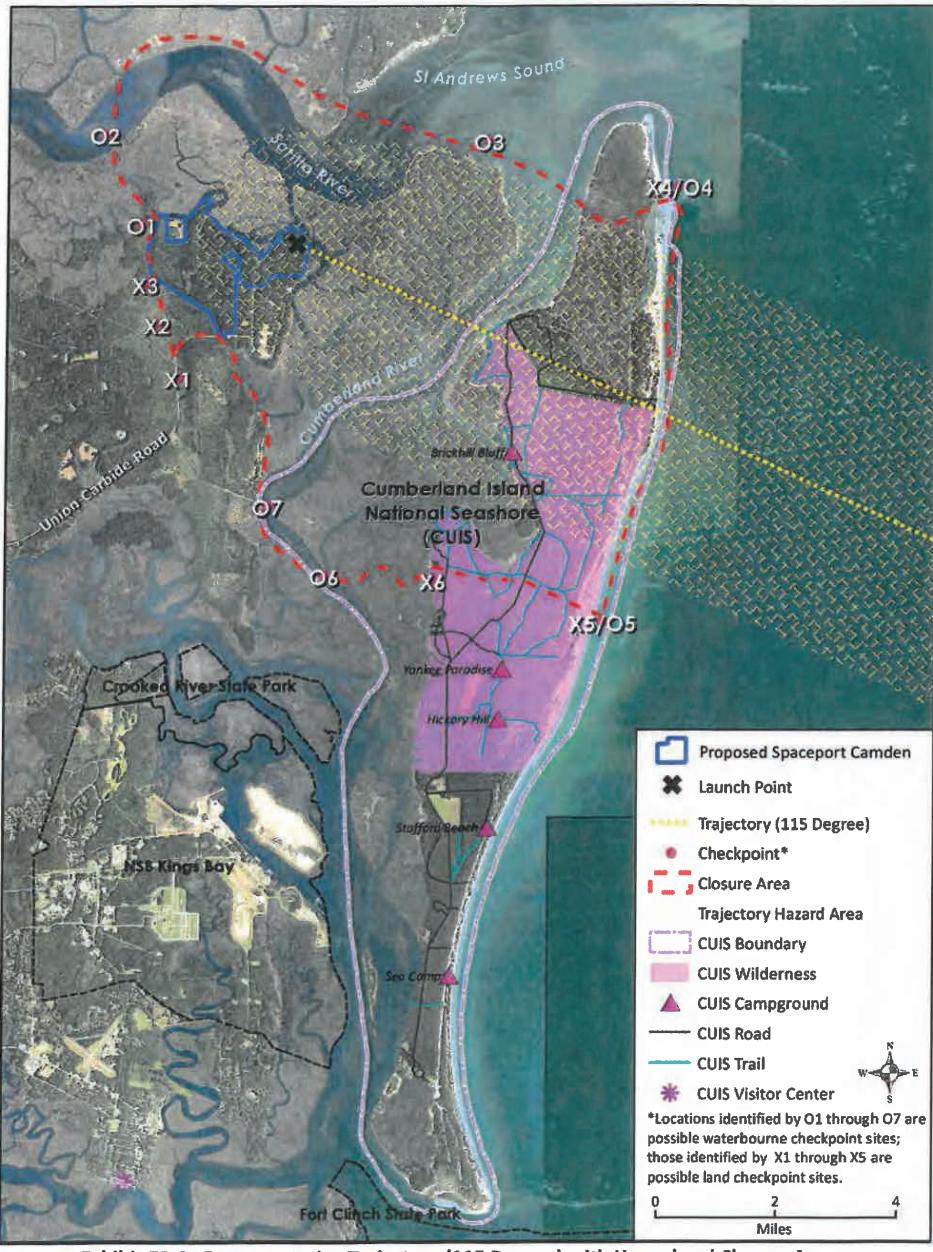


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O0018

Draft Environmental Impact Statement

Spaceport Camden



1
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O0018

EXHIBIT B

O0018

SOUTHERN ENVIRONMENTAL LAW CENTER

Telephone 404-521-9900

TEN 10TH STREET NW, SUITE 1050
ATLANTA, GA 30309-3848

Facsimile 404-521-9909

March 19, 2018

VIA U.S. FIRST CLASS & ELECTRONIC MAIL

Ms. Katie Bishop, County Clerk
Camden County
200 East 4th Street
P.O. Box 99
Woodbine, GA 31569
kberry@co.camden.ga.us

Re: Georgia Open Records Request Act Request: Hazard Analysis for Spaceport Camden

This is a request under the Georgia Open Records Act, O.C.G.A. § 50-18-70 (GORA), for the Hazard Analysis completed for Spaceport Camden in Camden County, Georgia, conducted by The Aerospace Corporation,¹ any drafts of the Hazard Analysis, and any documents discussing the Hazard Analysis that are in the possession or control of Camden County, Georgia.

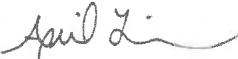
For the purposes of this request, the term “documents” includes all written, printed, recorded or electronic: materials, communications, correspondence, memoranda, notations, copies, diagrams, charts, maps, photographs, tables, spreadsheets, formulas, directives, observations, impressions, contracts, letters, messages and mail in the possession or control of Camden County, Georgia.

We are prepared to pay reasonable search and retrieval fees if necessary. Should your estimate of those fees exceed \$100.00, please advise us of the costs before they are incurred. We request that all records compiled pursuant to this request be sent to the address above.

If this request is denied in whole or in part, we ask that you justify all deletions by reference to specific exemptions of GORA. O.C.G.A. § 50-18-71(d). We also ask that you release all segregable portions of otherwise exempt material, per O.C.G.A. § 50-18-72(b).

Thank you for your assistance in this matter. Should you have any questions, please feel free to contact me at 404-521-9900, or via email at alipscomb@selcga.org.

Sincerely,


April Lipscomb

¹ It appears that The Aerospace Corporation completed the Hazard Analysis on behalf of Andrew Nelson or Nelson CFO, who is working on behalf of Camden County.

O0018

From: April Lipscomb <alipscomb@selcga.org>
Sent: Wednesday, March 28, 2018 11:22 AM
To: John S. Myers
Cc: 'Katie Bishop'; Alicia Clark; 'ccarr@law.ga.gov'; 'jcolangelo@law.ga.gov'; V. Kevin Lang
Subject: RE: ORR RESPONSE: GORA - Hazard Analysis for Spaceport Camden
Attachments: 2018.03.28 SELC Reply to Camden ORR Response - Hazard Analysis.PDF

Mr. Myers:

Please see our attached response to Ms. Bishop's email below. I hope that we can work together to resolve this dispute.

Sincerely,
April

April Lipscomb
Staff Attorney
Southern Environmental Law Center
Ten 10th Street, NW, Suite 1050
Atlanta, GA 30309
alipscomb@selcga.org
404-521-9900

From: Katie Bishop [mailto:kberry@co.camden.ga.us]
Sent: Thursday, March 22, 2018 12:41 PM
To: Alicia Clark
Cc: April Lipscomb; John S. Myers; Steve Howard; Shawn Boatright
Subject: ORR RESPONSE: GORA - Hazard Analysis for Spaceport Camden

Camden County does not currently possess the material requested. Additionally, any correspondence regarding hazard analysis is not subject to disclosure pursuant to OCGA 50-18-72(a)(9) as follows:

The project in question is the development of a commercial spaceport on properties currently owned by Bayer Agrichemical and Union Carbide Corporation. Camden County has acquired an option to purchase with an extension from Union Carbide, and is in negotiations with Bayer for an option to purchase its property. Since the acquisition of neither property has been consummated, the entire purchase therefore has not been consummated, nor has the project been abandoned. Either of these events will strip the county of its right to assert the privilege under (a)(9). Neither event has occurred.

The information sought in the request would reveal data protected as engineering or feasibility estimates with respect to the eventual use of the property as a spaceport if successfully acquired. Upon acquisition of the property or abandonment of the project, Camden County will gladly comply with the request, if allowed under federal law, because the matter will no longer be subject to privilege.

Thank you,

O0018

Your opinion counts! Please take our Customer Service Survey.

Katie Bishop

County Clerk, GCCA District 12 Director, GCCA Secretary
Office of the County Clerk
Camden County Board of County Commissioners
P.O.Box 99
200 East Fourth Street
Woodbine, Georgia 31569
Phone (912) 576-5651 Fax (912) 576-5647
kberry@co.camden.ga.us



From: Alicia Clark [mailto:aclark@selcga.org]
Sent: Monday, March 19, 2018 1:27 PM
To: Katie Bishop <kberry@co.camden.ga.us>
Cc: April Lipscomb <alipscomb@selcga.org>
Subject: GORA - Hazard Analysis for Spaceport Camden

Sent on behalf of Attorney April Lipscomb:

Hello Ms. Bishop,

I hope this message finds you well. Attached please find our GORA request for review. I have also sent a copy of the same to you via US First Class Mail. Should you require any additional information please do not hesitate to contact me.

Thank You,

Alicia Clark

Legal Administrative Assistant
Southern Environmental Law Center
Ten 10th Street NW, Suite 1050
Atlanta, GA 30309
Tel: 404.521.9900; Fax: 404.521.9909
www.SouthernEnvironment.org

Georgia has a very broad Public Records Law. Virtually all written communications to or from State and Local Officials and employees are public records available to the public and media upon request. Camden County policy does not differentiate between personal and business emails. E-mail sent on the County system will be considered public and will only be withheld from disclosure if deemed confidential pursuant to State Law. If you have received this email in error please notify the Camden County, Georgia IT Division at 912-576.5640.

O0018

EXHIBIT C

O0018

1975-09-20 Agreement with the US Department of Interior.doc
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AGREEMENT

THIS AGREEMENT, made and entered into as of the date or dates set forth below, by and among LITTLE CUMBERLAND ISLAND HOMES ASSOCIATION, INC., a Georgia corporation with a principal office at 24 Drayton Street, Savannah, Georgia, acting by and through Herbert B. Powell as its President, party of the first part (hereinafter sometimes referred to as the "Association"); the individuals or entities whose names and addresses are set forth in Schedule 1 attached hereto and hereby made a part hereof, each of which individuals or entities is the owner of the building site or sites on Little Cumberland Island, Camden County, Georgia, which is or are identified by the site number or designation set forth beside his or its name on said Schedule 1 and corresponding to the site number or designation identifying his or its property shown on the recorded subdivision plat of Little Cumberland Island more specifically identified herein, parties of the second part (hereinafter sometimes referred to as "Property Owners"); and THE UNITED STATES OF AMERICA, acting by and through the Secretary of the Department of the Interior or his duly authorized representative, whose principal office is the Interior Building, Washington, D. C. 20240, party of the third part (hereinafter sometimes referred to as the "Government").

WITNESSETH:

WHEREAS, the Association and its shareholders are the owners of Little Cumberland Island, situate in Camden County, Georgia (hereinafter referred to as the "Island") and more particularly described in Exhibit B attached hereto and hereby made a part hereof, and the Association is wholly owned by its shareholders who have purchased or are required to purchase building sites on the Island and who have thy-right to construct individual private residences on such sites and to enjoy the common properties of the Association on the Island; and

WHEREAS, it is the primary purpose and intent of the Association that the Island be held, owned and maintained in its natural state, including wildlife preservation, with provision for the use of a portion thereof as home sites for its shareholders, all being, however, primarily concerned with nature conservation; and

WHEREAS, to achieve the aforementioned primary purpose and intent of the Association, as expressed in its corporate charter, the Association (1) has adopted bylaws, which, among other things, restrict the ownership and transfer of stock in the Association and restrict the ownership and alienation of title to property on the Island, all as is set out in the said bylaws of the Association adopted April 23, 1966; and (2) has made a Declaration of Protective Covenants and Restrictions governing the use of the

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1975-09-20 Agreement with the US Department of Interior.doc

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Island by the Association and its shareholders, which, among other things, (a) separates the Island into three categories of land use, namely, "common properties" for the common use and enjoyment of the Property Owners, "sites" for the construction of private single family residences by Property Owners, and "reserved property" which may be designated by the Association as either common property or sites, (b) provides that no building or other appurtenant structure can be built or altered on the exterior by a Property Owner on a site unless the plans, location and specifications for the same have been submitted to and approved by the Association, which approval, or a refusal of approval, may be based on any ground, including aesthetic considerations, (c) provides that only one residential building shall be erected on any site, (d) provides for the approval of sewer systems and that no sewage shall be emptied or discharged into the ocean or any creek, marsh, river, sound or beach or shoreline of the Island, and (e) restricts the cutting down of trees and sand dunes and ridges, all as is set out in the "Declaration of Covenants and Restrictions" of September 10, 1965, of record in Record Book 76, Folio 341-358, in the land records of Camden County, Georgia; and

WHEREAS, pursuant to the above-mentioned Declaration of Covenants and Restrictions, the Association has adopted a subdivision plat of Little Cumberland Island, being Sheets 1, 2 and 3, entitled "Topographic Map--Little Cumberland Island, Camden County, Georgia," prepared by Lockwood, Kessler and Bartlett, Inc., Consulting Engineers of Syosset, New York, and Sheet 4, entitled "supplemental Map – Shell Creek Marsh Section, Little Cumberland Island, Camden County, Georgia," dated February 1970, prepared by Laurence S. Miller, Registered Professional Engineer, of Brunswick, Georgia, of record in Plat Book 4, Page 187, in the land records of Camden County, Georgia, which plat shows the Island subdivided into a number of numbered "sites" for the construction of individual private residences by shareholders of the Association and shows the remaining land as "common properties" and "reserved property"; and

WHEREAS, in the furtherance of its interest in the natural and historic study and in the preservation of wildlife, the Association from time to time has sponsored and intends in the future to sponsor, by way of contributing money, use of buildings and other facilities, studies and programs for the preservation and reestablishment of wildlife species natural to the Island, such as its current program for the study of loggerhead turtles; and

WHEREAS, representations of the foregoing matters have been made by the Association to the Congress of the United States of America during its consideration of the legislation authorizing the creation of the Cumberland Island National Seashore (hereinafter referred to as the "Seashore"), which includes Little Cumberland Island, and at least partially as a result of these representations together with

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1975-09-20 Agreement with the US Department of Interior.doc
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the position taken by the Government in its testimony, the Congress has provided that the authority of the Government to acquire lands or interests in lands on the Island shall be suspended in order to provide an opportunity for the establishment of a natural and scenic preserve by voluntary private action of the property owners on the Island within the Seashore, provided said owners timely enter into an irrevocable agreement with the Government which will assure the preservation of the natural resources of the Island consistent with the purposes for which the Seashore is established, all as is more particularly set out in subsections (d)(1), (2) and (3) of Section 4 of Public Law 92-536, approved October 23, 1972 (86 Stat. 1066); and

WHEREAS, the Association and Property owners desire to enter into such an irrevocable agreement with the Government, which shall, among other things, subject the real property on the Island owned by the parties of the first and second part hereto to the protective covenants and restrictions hereinafter set forth, and which shall be binding upon the Government and the Association and each of the Property Owners and their successors in interest; and

WHEREAS, the parties hereto desire that such an agreement will be effective in perpetuity and intend that the Association and the Property Owners shall have the primary right, opportunity, responsibility and obligation for the enforcement of such protective covenants and restrictions, recognizing that the Association is financially dependent upon its permitted assessments and voluntary contributions and further recognizing that the Government should and shall have co-equal and independent rights of enforcement of such protective covenants and restrictions in the certain circumstances hereinafter specified;

NOW, THEREFORE, in consideration of the above premises, the mutual agreements herein contained, in reliance upon the execution hereof by each of the other parties hereto, regardless of the order in which such execution occurs, and pursuant to the provisions of subsections (d)(1), (2) and (3) of Section 4 of Public Law 92-536 (86 Stat. 1066), the parties hereto hereby agree as follows:

ARTICLE ONE

OBLIGATIONS OF ASSOCIATION AND PROPERTY OWNERS

A. The Association and the Property Owners, severally and jointly, shall continue to maintain in full force and effect the primary purpose of the Association as expressed in the resolution of its stockholders on April 10, 1965, to-wit:

"WHEREAS, it has at all times been the primary purpose and intent of the incorporators and of the stockholders of this corporation that its Camden

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County, Georgia, real estate consisting of Little Cumberland Island, be held, owned and maintained in its natural state, including wildlife preservation, with provision for the use of a portion thereof as home sites for its stockholders, all being, however, primarily concerned with nature conservation . . .”

which was incorporated as a part of the Association's duly amended charter.

B. The Association and the Property Owners, severally and jointly, shall continue to maintain in full force and effect the bylaws of the Association of April 23, 1966 (a copy of which is annexed hereto as Exhibit A, and made a part hereof as if fully set out herein); provided, however, that the Association, the Property Owners and the Association's other shareholders shall have the right to adopt bylaws and amendments governing the relationship of the Association and its members not pertaining to the use, management or preservation of the real property located on the Island. Copies of any proposed bylaws amendments will be furnished to the Government at least sixty (60) days before any action is taken to adopt the same.

C. The Association and the Property Owners hereby declare that all of the real property owned by them on Little Cumberland Island shall be held, sold, and conveyed subject to the following restrictions, covenants and conditions, which are for the purpose of preserving and protecting the value and desirability of said real property, and which shall run with and constitute equitable charges, equitable servitudes, and affirmative real covenants upon said real property and shall be binding upon all parties having any right, title, or interest in such real properties or any part thereof, their heirs, successors in title, and assigns, and shall inure to the benefit of each owner thereof and to the Government. The Association and the Property Owners, severally and jointly, shall abide by the following covenants and restrictions with respect to the utilization of the Island and shall diligently endeavor to ensure compliance with such covenants and restrictions by all owners of property on the Island who do not become parties to this Agreement:

1. No building, fence or other structure shall be erected, placed or altered on any site until the proposed building plans, specifications, exterior color or finish, site plans (showing the proposed location of such building or structure, wells, sewage system, drives and parking areas), and construction shall have been approved in writing by the Association, its successors or assigns, acting herein in all matters by a Committee composed of its Board of Directors or by a Land Planning and Building Committee composed of three (3) or more representatives appointed by the Board. Refusal of approval of plans, location or

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specifications may be based by the Committee upon any ground, including purely aesthetic considerations, which in the sole and uncontrolled discretion of the Committee shall seem sufficient. No alterations may be made in such plans after approval by the Committee is given except by and with the consent of the Committee. No alterations in the exterior appearance of any building or structure shall be made without like approval by the Committee. One copy of all plans and related data shall be furnished the Committee for its records.

No plan will be approved unless the proposed house will have a minimum required square footage of enclosed dwelling area, which does not include garages, boat sheds, terrace decks, open porches, etc., but does include screen porches, where roof of such porch forms an integral part of the roof line of the main building. Such minimum square footage shall be as required by the Committee subject to limits and applications set by the Board of Directors.

Since the establishment of standard inflexible building setback lines for locating houses on sites tends to force construction of homes both directly behind and directly to the side of other homes with detrimental effects on privacy, view of the ocean, preservation of important trees, etc., no specific setback lines are established by these covenants and restrictions. In order to assure that location of houses will be located with regard to the topography of each individual site, taking into consideration the height of the dunes, the location of large trees and similar considerations, the Association reserves unto itself, its successors and assigns, the right to control absolutely and solely to decide the precise location of any house or dwelling or other structure upon all sites, provided, however, that such location shall be determined only after reasonable opportunity is afforded the site owner to recommend a specific location. The Committee shall act with reasonable promptness upon receipt of such information to approve or disapprove such structure and to notify the site owner.

2. All sites shall be used solely for residential purposes and only one single family residential building for private residence shall be erected on any site, but more than one site may be used as a location for a single residence. Any residence erected on a site shall be fully completed within twelve (12) months of the date that ground is broken for construction.

If permanent corner reference monuments have not been erected, or are not in place, each site owner shall at his expense have such permanent corner reference monuments erected at locations fixed by a competent registered surveyor. No site shall be sold except as a whole, or subdivided; provided, however, that an original site of approximately four (4) acres may be subdivided into two sites each of

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approximately two (2) acres, and a site may be subdivided when the portions so created are added to the adjoining sites.

3. It shall be the responsibility of each site owner to prevent the development of any unclean, unsightly or unkempt conditions of buildings or grounds on his site, which shall tend to substantially decrease the natural beauty of the neighborhood as a whole or the specific area.

No noxious or offensive activity shall be carried on upon any site, nor shall anything be done thereon to cause embarrassment, discomfort, annoyance or nuisance to the neighborhood. There shall not be maintained any plants or animals or device or thing of any sort whose normal activities or existence is in any way noxious, dangerous, unsightly, unpleasant or of a nature as may diminish or destroy the beauty and enjoyment of other property in the neighborhood by the owners thereof. These provisions shall be interpreted both objectively and liberally with all reasonable latitude being given to a Property Owner before any determination is made that anything is objectionable hereunder.

4. The Association may enter upon land to remove any trash which has collected on a site without such entrance and removal being deemed a trespass, all at the expense of the owner of said site, provided, however, that the expense shall not exceed Twenty-Five Dollars (\$25) annually. This provision shall not be construed as an obligation on the part of the Association to provide garbage or trash removal services, nor to permit violations of the preceding subparagraph 3.

Each site owner occupying a residence on any site shall provide receptacles for garbage, in a completely screened area not generally visible from the road and other property, or provide underground garbage receptacles or similar facility, all in accordance with reasonable standards established by the Association.

5. Prior to the occupancy of a residence on any site, proper and suitable septic tank or tanks will have been constructed on such site for the disposal of all sewage, and all sewage shall be emptied or discharged into such tank or tanks, unless and until other public or community facilities for handling sewage shall have been developed and made available. No sewage shall be emptied or discharged into any ocean, any creek, marsh, river, sound or beach or shorelines thereof. No sewage disposal system shall be permitted on any site nor may any sewage disposal system be used unless such system is designed, located, constructed and maintained in accordance with the requirements, standards, and recommendations of the Committee, which standards may be more but not any less exacting than those of the State of Georgia, Glynn County, and such regulations which Camden County may adopt. A further approval of such system shall be obtained from the Committee after the completion of said system and prior to the use of the system.

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6. No commercial signs, including "for rent," "for sale" and other similar signs, shall be erected or maintained on any site except with the written permission of the Committee or except as may be required by legal proceedings, it being understood that the Committee will not grant permission for said signs unless their erection is reasonably necessary to avert serious hardship to the site owner. Property identification and like signs exceeding a combined total of more than one (1) square foot may not be erected without the written permission of the Committee.

7. No structure of a temporary character shall be placed upon any site at any time without written permission of the Committee, provided, however, that this prohibition shall not apply to shelters used by the contractor during the construction of the main dwelling house, it being clearly understood that these latter temporary shelters may not, at any time, be used as residences or permitted to remain on the site after completion of construction.

No trailer, tent, barn, tree house or other similar outbuilding or structure shall be placed on any site at any time, either temporarily or permanently, without specific consent of the Board of Directors.

8. No fuel tanks or similar storage receptacles may be exposed to view, and may be installed only within the main dwelling house, within an accessory building or enclosure buried underground.

Each site owner constructing a dwelling must construct a screening fence to shield and hide from view any service yard. Plans for such fence delineating the size, design, texture, appearance and location must be approved by the Committee prior to construction.

9. No large trees measuring six inches or more in diameter at ground level may be removed without the written approval of the Committee.

Site owners may not remove, reduce, cut down or otherwise lower the elevation of sand dunes and ridges located on any site, except with the written approval of the Committee. The Committee shall guard against approving any such changes or building plans which might result in instability or wind or water erosion or dune blowouts, but its approval shall not be construed as a representation that such will not occur.

10. Any decision of the Land Planning and Building Committee as composed of representatives appointed by the Board of Directors may be appealed within a reasonable time to the Board whose determination shall be made promptly and may be made by communication between the members thereof without a formal meeting.

D. The Association shall limit the subdivision and development of the Island so that, at any one time, no more than one hundred (100) private individual residential sites of approximately two acres each

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will be made available to its shareholders by the Association for the construction of individual residential improvements thereon. At the time of the execution of this Agreement, there are approximately ninety-five (95) lots, encompassing approximately 208 acres, designated as potential residential sites, as depicted and shown on the subdivision plat of the Island, being Sheets 1, 2 and 3, entitled, "Topographic Map – Little Cumberland Island, Camden County, Georgia," prepared by Lockwood, Kessler and Bartlett, Inc., Consulting Engineers of Syosset, New York, and Sheet 4, entitled "Supplemental Map -- Shell Creek Marsh Section, Little Cumberland Island, Camden County, Georgia," dated February 1970, prepared by Laurence S. Miller, Registered Professional Engineer, of Brunswick, Georgia, of record in Plat Book 4, Page 187, in the land records of Camden County, Georgia (which plat is incorporated herein by reference and made a part hereof as if fully set out herein). Several of these approximately ninety-five (95) lots consist of more than one two-acre site and are subject to subdivision into two-acre sites. Approximately ninety (90) of these lots, encompassing approximately 198 acres, have been made available by the Association to its stockholders for the construction of individual residential improvements. Of the approximately five (5) lots remaining unallocated to stockholders, one (1) is available for allocation to a stockholder and four (4) are available presently as replacement sites. In the event that any one or more of the sites which has or have been or may be made available by the Association to its shareholders for the construction of individual residential improvements thereon is or are unsuitable for such purpose or is or are impaired or made unusable to any substantial extent by virtue of erosion, submergence or other natural causes, a replacement site for each such unsuitable or impaired building site may be designated by the Association, after consultation with the affected site owner and with the Government, and if such a replacement site is designated by the Association, the affected site owner shall have the right to utilize such replacement site in lieu of his original designated site; provided, however, that nothing herein shall grant to any Property Owner or other site owner a right to have such a replacement site designated by the Association, and a designation of a replacement site for one or more building sites or site owners shall not obligate the Association to designate a replacement site for any other unsuitable or impaired site. Such replacement site may be equal in acreage to the original acreage of such unsuitable or impaired site. To the extent possible, all such designations of replacement sites shall be made from among those lots designated as residential sites on the plat described above. All reasonable efforts shall be taken by the Association and by the affected site owner to return such unsuitable or impaired and replaced site to its natural state, including removal of all improvements thereon, but neither the Association nor the affected site owner shall be required to spend in excess of Five Thousand Dollars (\$5,000) (or its monetary equivalent in

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terms of relative purchasing power in the currency of the United States existing at the time of the designation of such replacement site).

E. The Association shall be guided by, use and employ, to the extent applicable, reasonable, and practicable, considering the financial resources of the Association, the "Administrative Policies for Recreational Areas of the National Park System (Revised August 1968) of the National Park Service of the U. S. Department of the Interior, as said policies may hereafter be amended, supplemented, or superseded, in its use, occupancy, possession and development of the Island. Each of the Property Owners likewise shall be guided by, use and employ said publication in his use, occupancy, possession and development of his property on the Island, but only to the extent applicable, reasonable and practicable, considering his financial resources and investment in property on the Island. The policy guidelines to be followed by the Association and the Property Owners shall include specifically, but not be limited to, the following guidelines, to-wit:

1. Water Pollution Abatement and Control--The Association will strive to maintain the quality of all waters originating within the boundaries of the Island through provision of adequate sewage treatment and disposal for all toilet facilities, control of erosion, which is brought about by human action, and avoidance of contamination by deleterious substances, such as by pesticides. The operation and maintenance of all sanitary facilities shall be in accordance with the applicable regulations and requirements of federal, state and local health agencies or departments.
2. Air Pollution--The Association will work with concerned individuals, organizations, and governmental agencies to reduce air pollution from sources within the boundaries of the Island.
3. Solid-Waste Disposal- -Wastes generated within the boundaries of the Island may be disposed of on the Island so long as disposal does not (1) unreasonably pollute water or air, (2) result in the defacement of the area, or (3) result in destruction or impairment of important natural or cultural resources. The operation of waste disposal facilities shall be in accordance with applicable regulations and requirements of federal, state and local agencies or departments, provided no such disposal shall be done within the boundaries of the remainder of the Seashore.
4. Conservation of Significant Historical Resources--Significant historical resources on the Island shall be preserved and such resources shall be protected against intentional or unintentional alteration, damage or destruction.
5. Landscape Management--Programs of landscape management may be carried out on the Island for purposes of enhancing aesthetics generally which may include, but not to be limited to: encouragement

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of certain species of plants; maintaining a certain stage of plant succession; retention of open areas, meadows, vistas, etc., or the planting of open areas to trees or shrubs; enhancement of roadside vegetation and management of landscape for educational or interpretive purposes.

6. Exotic Species--Exotic species of plants and animals, which are not native to the Island may be introduced and utilized within the area, provided that such use is appropriately controlled, and further provided, that no species, particularly those new to the country or region, may be introduced unless there are reasonable assurances from the U. S. Department of Agriculture and the Fish and Wildlife Service of the U.S. Department of the Interior, as applicable, and from responsible state agencies that the species will not become a pest or disrupt desirable natural plant and animal communities and associations of particular significance. Control of exotic species will be undertaken only when they are undesirable in terms of public health, recreational uses and enjoyment, or when their existence threatens significant scientific features or the existence of important native species.

7. Fire and Fire Control--The presence or absence of natural fire within a given habitat is recognized as one of the ecological factors contributing to the perpetuation of plants and animals native to that habitat. Prescribed burning to achieve recognized vegetation and/or wildlife management objectives may be employed as a substitute for natural fire when such fire can be contained within a predetermined area. Any fire threatening a natural or historical resource, a residence or other physical facility of the Island will be controlled and extinguished. Any fire on the Island other than one employed in the management of vegetation and/or wildlife of that area will be controlled and extinguished.

8. Timber--Forest management will consist mostly of removing timber and utilizing the logs in the following circumstances: salvage of hazardous trees or trees with insect or disease infestation that cannot otherwise be controlled and which endanger adjacent healthy plants; salvage of blown down or fire-killed timber which might precipitate insect outbreaks or create serious fire hazards; and harvesting of timber which results from vista clearing in connection with construction at developed sites, keeping in mind scenic, aesthetic and ecological considerations.

9. Insects and Diseases -- Control operations of native insects and diseases will be limited to: outbreaks threatening to eliminate the host from ecosystem or outbreaks known to pose a direct threat to resources outside the Island; preservation of scenic values; preservation of rare or scientifically valuable specimens or communities; maintenance of shade trees in developed areas; and preservation of historic scenes. Where non-native insects or diseases have become established or threaten invasion of the Island, an appropriate management plan will be developed to control or eradicate them when feasible.

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10. Wildlife Population -- Wildlife population may be controlled when necessary to maintain the health of the species and to safeguard public health and safety. Native ungulate populations will be maintained at the level that the range will carry in good health and without impairment to the soil, the vegetation or to habitats of the several species in an area. The Association shall consult with the National Park Service and the Georgia Department of Natural Resources, Game and Fish Division, in the development of cooperative management plans for limiting overabundant or harmful populations of fish and resident wildlife, including the disposition of carcasses thereof, and, except in emergencies, secure the concurrence of the appropriate agency or agencies in such plans and programs. The Association will consult with the National Park Service and the Georgia Department of Natural Resources, Game and Fish Division, in carrying out research programs involving the taking of fish and resident wildlife, including the disposition of the carcasses thereof, and secure the concurrence of the appropriate agency or agencies in such programs.

11. Fish and Wildlife Management Program -- Wildlife management programs will be directed toward maintenance and enhancement of habitat for native wildlife and other animals whose presence on the Island or in the adjacent tidal waters is of aesthetic, recreational, interpretive or educational value. The reintroduction of native species into the Island is permitted where it poses no obvious danger to human life or property and where it contributes to recreational use or enjoyment.

ARTICLE TWO

OBLIGATIONS OF GOVERNMENT

In consideration of the covenants and agreements of the Association and the Property Owners as herein set forth and the continuing performance of said covenant⁴ and agreements by said parties, the authority of the Government to acquire land and interests in land on the Island for the Seashore by direct purchase or through exercise of the power of eminent domain be and it is hereby stayed and suspended for the life and term of this Agreement, except as otherwise expressly provided herein, and provided further that the Government may acquire scenic easements from willing sellers who are parties to this Agreement. For purposes of this Agreement, the term "scenic easement" shall mean an easement or other non-possessory interest in land less than a fee simple interest which is granted to the Government, which is binding upon successors in title to such grantor, by virtue of which the Government shall have the right to compel the grantor to refrain from taking certain prescribed actions mutually agreed to between the Government and the grantor which would detract from the scenic and natural features of the lands subject to such easement, and by virtue of which the Government would have only a limited right of access to

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such lands, having such right only for the purposes of inspecting such lands at reasonable times and intervals to ensure compliance with the terms of such grant, effecting emergency action with respect to the control and suppression of fires and effecting emergency action needed for protection of visitors to the Seashore.

ARTICLE THREE
EFFECTIVENESS OF AGREEMENT

A. In consideration of and reliance upon the continued preservation and protection of the Island by the Association and the continued forbearance by the Government in the exercise of its rights of acquisition pursuant to said Public Law 92-536 during the period specified herein, the Association and the Government agree that, as between the Association and the Government, the execution of this Agreement by the first of such parties shall constitute an irrevocable offer to such other party, which shall remain open for acceptance for a period of six (6) months thereafter; execution by such second party within such period shall constitute an acceptance and this Agreement shall become effective on the date of such second execution. In consideration of and in reliance upon the continued preservation and protection of the Island by the Association, the Property Owners and any other owners of any land or interests in land on the Island and the continued forbearance by the Government, pursuant to the terms and conditions of this Agreement, in the exercise of its rights of acquisition pursuant to said Public Law 92-536, the parties hereto agree that, as among the Association, each Property Owner and the Government, the execution of this Agreement by each of such parties shall constitute an irrevocable offer to each of the other parties and to any other owner of any land or interest in land on the Island, which shall remain open for acceptance in perpetuity; execution by such second and subsequent parties shall constitute an acceptance, and this Agreement shall become effective as among the Association, each Property Owner and the Government on the dates of such second and subsequent executions. The life and term of this Agreement shall be perpetual and irrevocable; provided, however, that if the Association is unable to secure the signatures as Property Owners of the owners of at least sixty-seven (67) individual residential sites within twelve (12) months after the date of execution by the Government, this Agreement shall terminate, lapse and be of no further force or effect whatsoever. The Association agrees that, as a condition of conveying any land or interest in land, now or hereafter owned by the Association, to any person, group, organization or corporation, it shall require, as a condition of such transfer, sale, assignment or donation, the transferee to execute and sign this Agreement. As among the Association, the Property Owners and the Government, and as between each of the parties hereto, the terms, conditions, covenants and provisions of this

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Agreement shall be covenants running with the land, shall bind the land, shall inure to the benefit of each of the parties hereto, and shall be binding upon the Association and the Property Owners and their successors in title, heirs, assigns, lessees, agents, servants and invitees. By the acceptance of any deed or other document conveying or transferring any land or interest in land now or hereafter made subject to this Agreement, the recipient thereof accepts and ratifies all covenants and restrictions contained herein. Every Property Owner and every purchaser or grantee of any land or interest in land now or hereafter made subject to this Agreement by execution hereof or by acceptance of a deed or other conveyance thereof, thereby agrees, each with the other, that he will join in any and all documents which are deemed necessary by the Association to renew or extend said covenants and restrictions from time to time and that any provision of law removing any limitation of time which may apply to this Agreement, if this Agreement were made after such provision of law becomes of effect, shall be deemed to apply to this Agreement retroactively. By execution hereof or by acceptance of any conveyance of land or interest in land which is subject to this Agreement, each Property Owner and each person to whom such land is conveyed shall thereafter be deemed to have irrevocably appointed the Association as such owner's attorney in fact for the purpose of executing such instruments as may be necessary in the judgment of the Association to renew or extend said covenants and restrictions. It is further specifically understood and mutually agreed among the various parties that it is the very essence of this Agreement that the terms of this Agreement and the covenants running with the land hereof are irrevocable and binding upon the successors in title, heirs, assigns, lessees, agents, servants and invitees of the Association and the Property Owners so long as this Agreement remains in effect, and that this irrevocability and the full understanding that this Agreement and covenants hereof are intended to be in effect in perpetuity is the essence of this Agreement. It is intended and mutually agreed that this Agreement shall remain in effect in perpetuity, subject only to the provisions of Article Five hereof. It is also specifically understood and mutually agreed among the parties that because the benefits to be derived by the Government and by the Association and the Property Owners from the full compliance with the terms of this Agreement are the preservation and protection of the Island and the Seashore, that because such benefits exceed to an immeasurable and unascertainable extent any monetary damages that might be awarded or tendered, any monetary amount would be inadequate compensation to the Government for any breach of this Agreement, and that consequently each of the parties hereto shall be entitled to specific performance of the terms of this Agreement, subject only to the provisions of Article Five hereof.

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B. Notwithstanding anything herein to the contrary, the Association and Property Owner; recognize the absolute right of the Government to acquire by direct purchase or through exercise of eminent domain all of the right, title and interest in property and rights to property on the Island of any owner of a building site on the Island who is not a party to this Agreement for the public good, use, enjoyment and benefit in the establishment, operation, maintenance and protection of the Seashore pursuant to Public Law 92-536, approved October 23, 1972, (86 Stat. 1066) and such other general acts as authorize the acquisition of land and interests in land by the Government, and the Association and Property Owners further recognize that the said absolute right of the Government to acquire the property and interests in and to property on the Island of such non-signatory land owners may be exercised by the Government at any time after the date twelve (12) months after the date of execution of this Agreement by the Government as it finds, in its sole sovereign discretion, such action to be in the best interests of and for the public good, or at any time prior to the date twelve (12) months after the date of such execution by the Government if such action is necessary to prevent uses of the land or the Island or the development or threat of development of such land that are inconsistent with the establishment or continuation of this Agreement.

ARTICLE FOUR
GOVERNMENTAL ASSISTANCE

A. To assist the Association and the Property Owners in their performance of the covenants and agreements under this Agreement, the Government, through the National Park Service and at the request of the Association, shall from time to time consult with and give advice and counsel to the Association regarding the establishment, development, maintenance and operation of the Island as a natural and scenic preserve within the Seashore and regarding such mutual problems as may be encountered by the Association and the Government in developing, maintaining and operating their respective areas of said Seashore so as to protect and preserve its scenic, scientific, cultural and historical values.

B. The above-mentioned consultation, advice and counsel to the Association will be rendered incidentally to the Government's establishment, development, maintenance and operation of the Seashore and will be available from the Government only to the extent that its personnel are available and it has obtained or is employing such personnel and information and expert knowledge in connection with the Seashore.

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C. Such consultation, advice and counsel will be furnished by the Government at the request of the Association solely in the spirit of cooperation between the parties in an effort to help solve problems of the parties to this Agreement in furtherance of their mutual goal to protect and preserve the scenic, scientific, cultural and historical values of the Seashore, and no warranty or guaranty, express or implied, is made by the Government as to the fitness or correctness of any information, advice and counsel given hereunder. The Association may, as it chooses, make such use of the information, advice and counsel as it sees fit for its needs.

ARTICLE FIVE

ENFORCEMENT AND DEFAULT

A. Subject to the terms, conditions, and limitations contained in this Article Five and elsewhere in this Agreement, each of the parties hereto shall have the right to enforce, by any proceeding at law or in equity, all agreements, restrictions, conditions, covenants, reservations, liens, and charges now or hereafter imposed by the provisions of this Agreement. Failure of any party hereto to enforce any agreement, restriction, condition, covenant, reservation, lien or charge herein contained shall in no event be deemed a waiver of the right to do so thereafter. If such agreements, restrictions, conditions, covenants, reservations, liens or charges are enforced by appropriate proceedings by any Property Owner or Owners, such Property Owner or Owners may, in the sole discretion of the Association, be reimbursed by the Association for all or any part of the cost incurred. It is agreed that the primary right and obligation for preservation of the Island and for adherence to the terms, provisions, conditions, and covenants hereof shall reside with the Association and the Property Owners. It is further agreed by the Association that, unless concurrently with or prior to such event provision is made for a successor corporation, joint venture, or other entity to maintain ownership of common properties and reserved property subject to the terms, provisions, conditions, and covenants of Article One hereof and to assume the obligations of the Association under this Agreement, the cooperate existence of the Association will not be voluntarily dissolved, that the Association will not fail to maintain its corporate existence in good standing, and that the Association will not merge or consolidate with any other corporation.

B. In the event of any breach or default by the Association or by any one or more of the Property Owners of the terms, provisions, conditions, and covenants of Article One hereof, the nondefaulting parties of the first and second part hereunder shall have the obligation, responsibility, right, and opportunity to initiate as soon as reasonably possible any or all action, including legal proceedings,

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necessary, appropriate, and available to them for the timely correction or elimination of such breach or default. Notwithstanding the foregoing, however, it is also agreed that the Government, after giving written notice to the defaulting party or his agent and to the Association if the Association is not the defaulting party, shall have a coequal right to seek in its discretion adherence to and compliance with the terms, provisions, conditions, and covenants of this Agreement, including the right, in its sole discretion, to assist the Association or any one or more of the Property Owners, or any of them, in any action or proceeding which any of them may initiate to enforce this Agreement or the covenants hereof; and it is further agreed that the Government, after giving such notice, shall have the right to bring such independent actions as it may deem necessary and appropriate to enforce this Agreement and the covenants hereof. The foregoing rights of the Government to seek adherence to and enforcement of this Agreement and the covenants hereof may be exercised immediately upon the delivery of the written notice prescribed above in the event if an act or omission or threatened act or omission which can reasonably be expected to result in irreparable damage to the land, resources, or scenic features of the Island or Seashore; in all other cases such rights of the Government may be exercised only after the nondefaulting parties of the first and second part hereof, or any of them, shall have had a reasonable opportunity to obtain adherence to and enforcement of this Agreement and the covenants hereof by and against such defaulting party; provided, however, that if adherence to and enforcement of this Agreement is not achieved within twelve(12) months the Government reserves the right to pursue independent action.

C. It is further agreed that no action shall be taken by the Government with respect to terminating or voiding the stay and suspension of the Government's authority to acquire land and interest in land on the Island provided in Article Two hereof for so long as (1) the Association and the Property Owners are in compliance with all of the terms, provisions, conditions, and covenants of Article One hereof or (2) the Association or any one or more of the Property Owners is diligently seeking in an effective, timely, and expeditious manner to correct or eliminate, through legal proceedings or otherwise, any such breach or default of any of the terms, provisions, conditions, or covenants of Article One hereof. Notwithstanding anything herein to the contrary, at the option of the Government, exercised as provided below, all rights and obligations under this Agreement of the Association or of the Property Owner or Owners in question shall be terminated and the stay and suspension of the Government's authority to acquire land and interests in land on the Island shall be void as if the same had never occurred with respect to that site or portion of the common properties or reserved property upon which has occurred a breach or default in the performance of the terms, provisions, conditions, or covenants of Article One

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hereof which has not been corrected or eliminated to the extent reasonable, practical, and appropriate under the circumstances then existing. In the event that such option is effectively exercised by the Government, only the site or portion of the common properties or reserved property upon which such breach or default has occurred shall be subject to acquisition by the Government and all other land and interests in land on the Island which are subject to this Agreement before any such exercise by the Government shall thereafter remain so subject and shall thereafter remain free from acquisition by the Government in accordance with Article Two hereof.

D. The option of the Government to terminate the suspension of its authority to acquire land and interests in land with respect to a site or portion of the common properties or reserved property upon which an uncorrected breach has occurred, as provided in Paragraph C above, may be exercised only after giving written notice of the intent to exercise such option and the reasons therefor to the defaulting party or his agent and to the Association if the Association is not the defaulting party, after giving to such defaulting party an opportunity to confer with the appropriate responsible officials of the Government concerning the asserted default or breach and the correction necessary to bring about conformity with the terms, provisions, conditions, and covenants of Article One hereof, and after compliance with the provisions of Paragraph E of this Article Five. It is the intention of the parties hereto that this Agreement remain in effect in perpetuity with respect to all parties and that the option of the Government to exercise its right to acquire the land or interests in land of the Association or any of the Property Owners shall be exercised only after a determination by the Government, which shall not be made arbitrarily, capriciously, or in excess of authority, that such an acquisition is the only satisfactory means of preserving the land or interests in land in the manner contemplated by Article One hereof. Furthermore, it is the expectation of all parties hereto that, except in highly unusual circumstances, such right of acquisition shall not be exercised before efforts are made by the Government or the nondefaulting parties of the first or second part hereof to enforce or secure adherence to Article One of this Agreement, through legal proceedings for specific performance or otherwise, against such defaulting party.

E. In the event that the Government gives written notice of its intent to exercise its option to terminate the suspension of its authority to acquire the real property of a defaulting Property Owner as provided in Paragraph C above and the Government maintains its intent to exercise such option following the opportunity of the defaulting Property Owner to confer with the appropriate governmental officials as provided in Paragraph D above, the Government shall give a second written notice of such fact to the

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defaulting Property Owner or his agent and to the Association, identifying the site involved. In the event that such second notice of intent to exercise its option is given by the Government, then the continued ownership or occupancy by the defaulting Property Owner of the site identified in such notice by the Government shall be deemed to be a continuing and open offer to sell such site to the Association. Such offer may be accepted by the Association at any time during the continued ownership or occupancy by written notice of such acceptance by the Association to such Property Owner or his agent. Upon such acceptance by the Association, the Property Owner shall have the obligation to sell and the Association shall have the obligation to buy such site on the terms and conditions stated herein. In consideration of and in reliance upon the Association's protection and preservation of its property on the Island and its desire to protect and preserve the real property of any defaulting Property Owner, the Government hereby agrees to take no action to acquire title to or ownership of the site of any defaulting Property Owner (1) for a period of fourteen (14) days following the delivery of the second notice of intent to exercise its option and (2) for an additional period of twelve (12) months following such delivery of notice if within such fourteen (14) day period the Association accepts the offer provided herein of a defaulting Property Owner to sell his site to the Association, if the Association gives immediate written notice of the fact of such acceptance to the Government, and if the Association is diligently proceeding to acquire title to and ownership of said site pursuant to the provisions hereof; provided, however, that such forbearance by the Government beyond the initial fourteen (14) day period shall be subject to termination at the option of the Government in the event of an act or omission or threatened act or omission which can reasonably be expected to result in irreparable damage to the land, resources, or scenic features of the Island or Seashore. Upon any such acceptance by the Association of the offer to sell contained herein, the price to be paid by the Association to the defaulting Property Owner for his site shall be the fair market value of the site determined by agreement between the Association and the Property Owner, and in the absence of agreement by arbitration in accordance with the provisions of the Georgia law of Statutory Arbitration and Award (GA Laws 1855-56, p. 222; Chapter 7-2 of the Code of Georgia), as the same may be amended from time to time, providing for arbitration by three arbitrators, one of whom shall be chosen by each of the parties and the third by the arbitrators chosen by the parties. Arbitration shall be a condition precedent to any suit or litigation concerning price or terms of sale. If said statute be repealed without the enactment of a similar statute, the Association may apply to the Superior Court of Camden County, Georgia for court ordered referral to arbitration under such rules as the Court may impose. An award in such cases shall be fully enforceable at the instance of any party in a suit for specific performance or other appropriate relief. The purchase price shall be paid in cash or by federal funds check or certified or cashiers check drawn on a

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national bank having an office in the State of Georgia. The sale shall be closed in Camden County, Georgia within thirty (30) days after the determination of the sale price, unless otherwise agreed upon by the parties. By execution of this Agreement or by the acceptance of any deed or other conveyance of a site or other interest in land on the Island, each Property Owner and each person to whom such site or interest in land is conveyed shall thereby be deemed to have irrevocably appointed the Association as such owner's attorney in fact for the purpose of executing such instruments as may be necessary in the judgment of the Association to consummate the sale to the Association following an acceptance by the Association of the offer to sell contained herein.

F. In the event that the Government acquires any possessory interest in or right of access to any land or interests in land on the Island pursuant to Paragraph B of Article Three hereof or Paragraph C of this Article Five and any one or more of the parties of the first and second part hereof shall retain any possessory interest in any land or interest in land on the Island, the parties hereto covenant and agree that the Government shall utilize its land on the Island or interests therein or rights thereto for the continued maintenance, preserve in conformity with the purposes of Public Law 92-536 (86 Stat.1066). It is further understood, acknowledged, and mutually agreed by the parties hereto that the Association and the Property owners reserve the right, jointly or severally, to initiate at any time and from time to time appropriate judicial proceedings to seek injunctive relief or other appropriate remedies, or both, for any asserted breach or default in the performance of the obligations of the Government pursuant to this Paragraph F of Article Five.

ARTICLE SIX

NOTICES

A. The parties hereto designate the following persons and organizations as their respective representatives for the administration of the terms, conditions and provisions of this Agreement, the delivery and service of notices, and for all other purposes under this Agreement, to-wit:

General Herbert B. Powell (U.S.A.--Ret.)
President, Little Cumberland Island Homes Association
Post Office Box 3127
Jekyll Island, Georgia 31520

for the Association and the Property Owners; and

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David D. Thompson, Jr.
Regional Director, Southeast Region
National Park Service
Department of the Interior
3401 Whipple Avenue
Atlanta, Georgia 30344

for the Government; provided, however, that any notice to a Property Owner of an intent on the part of the Government to initiate litigation or condemnation proceedings against him pursuant to Article Five hereof shall be given both to the Property Owner in question or his agent and to the Association.

B. Substitute or successor designations of other persons for the persons named above may be made by either the Association or the Government giving written notice to the other party of such substitute or successor representatives.

C. All notices under this Agreement shall be made upon and to the Government by the Association and the Property Owners through their above-named representative, or his designated substitute or successor, by delivery and service of same to the above-named representative of the Government, and all such notices shall be made upon and to the Association and the Property Owners by the Government through its above named representative by delivery and service of same to the above-named representative of the Association and the Property Owners, except as provided in Paragraph A above. Notice to the representative of the Association and the Property Owners shall constitute notice to each and every Property Owner, jointly and severally, as the context of such notice or notices may require.

ARTICLE SEVEN
ACCESS AND VISITATION

A. From time to time as the parties find it to be necessary, useful and convenient, but not less frequently than once each year, the representative of the Association and the Property Owners and the representative of the Government shall meet on the Island at such times and places as are mutually convenient to them to discuss mutual problems of the parties with respect to the Seashore and to inspect, ascertain and determine that the Island is being developed, operated and maintained as a natural scenic preserve within the Seashore pursuant to the terms, conditions and provisions of this Agreement.

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B. Upon notice and request through its representative, the Government shall have the right for its officials, employees and agents, but not Seashore visitors or members of the general public, to enter upon the property of the Association and of the Property Owners on the Island from time to time for reasonable cause in carrying out its development, operation and maintenance of the Seashore and to observe the development, operation and maintenance of the Island as part of the Seashore, and, permission from the Association for such entry or entries shall not be unreasonably withheld or delayed.

C. Except as specifically provided in this Agreement, this Agreement is not to be construed, expressly or impliedly, as a waiver by the Association or by any of the Property Owners of their existing property rights, including the right to transfer property and the right to exclude other persons, including Seashore visitors, from their property.

ARTICLE EIGHT

ASSOCIATION'S USE OF COMMON AND RESERVED PROPERTIES

The Association shall have the right from time to time and as consistent with the terms, provisions, conditions and covenants of Article One hereof to maintain and construct improvements on its "common properties" and "reserved properties" which are necessary or desirable for the health, safety, welfare or enjoyment of the Association, the Property Owners and their guests, and the agents of the Government, such as supervisor's quarters, foot paths, bicycle trails, utility buildings and enlarged dock facilities; provided, however, that no construction of any new improvements shall commence for ninety (90) days after written notice of the plans therefor has been given to the Government. If, within such ninety (90) day period, the Government in writing objects to or requests modifications in such plans, no construction shall be commenced without the written approval of the Government of new or modified plans, which approval shall not unreasonably be withheld or delayed.

All parties hereto recognize the existence of that certain agreement between the Association and Russell J. Newman dated on or about July 16, 1970, and that certain exercise of appointment by Russell J. Newman dated on or about April 13, 1971, whereby Russell J. Newman, his wife and certain lineal descendants are entitled to use of a portion of the Association's common and reserved properties, and all parties hereto acknowledge the rights of such use of such properties.

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ARTICLE NINE

AMENDMENT

This Agreement may be amended from time to time by the affirmative action of the Government, the Association and the owners of seventy-five (75) percent or more of the acreage contained within the individual residential sites on the Island; provided, however, that without the written consent of the owner of the affected individual residential site, no amendment shall change the boundaries of an individual residential site and no amendment shall absolutely deprive an owner of an individual residential site of his right to use such site for residential purposes or to construct individual residential improvements thereon. Any party to this Agreement may propose an amendment hereto, which proposal shall be communicated to all parties by the mailing of written notice thereof to each party at his last known address. If such proposed amendment is approved by the Government and by the Association, it shall not become effective until a written document or documents embodying such amendment is or are executed by the Government, the Association and the owners of at least seventy-five (75) percent of the acreage contained within the individual residential sites on the Island, and until such document or documents is or are filed for record in the office of the clerk of the land records of Camden County, Georgia.

ARTICLE TEN

MISCELLANEOUS

A. The parties of the first and second parts represent, and it is a condition precedent to this Agreement, that no member or delegate to Congress, or Resident Commissioner, shall be admitted to or share any part of this Agreement, or to any benefits that may arise therefrom; but this provision shall not be construed to extend to any agreement if made with a corporation for its general benefit.

B. This Agreement is not to be construed, expressly or impliedly, as a waiver by the United States of America of the rights of the public, if any, arising out of the law of navigation for access to and use of any portion of the Island subject to mean high tides or a release or relinquishment in whole or in part of its powers to govern and regulate navigation.

C. It is understood and mutually agreed by the parties hereto that the obligations and responsibilities assumed herein by the Association and the Property Owners, including without limitation, the obligations and responsibilities of enforcement contained in Article Five hereof, are subject to and limited by the

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availability of funds to such parties for such purposes in those circumstances where financial resources are a consideration, and further that there is no obligation imposed hereby on any Property Owner to expend his personal funds for any purpose other than causing his land or interests in land on the Island to comply with the terms, provisions, conditions, and covenants of Article One hereof and the Declaration of Covenants and Restrictions of September 10, 1965. Likewise, it is also understood and mutually agreed by the parties hereto that the obligations and responsibilities assumed herein by the Government are subject to and limited by the availability of appropriated funds to the Government, and nothing in this Agreement shall be considered the obligation of unappropriated funds. Provided further, the Association agrees to take all appropriate action to establish such reasonable annual assessments which the Board in its sole discretion determines reasonable and appropriate and to collect such annual assessments in order to assure the financial ability of the Association to perform all the terms and conditions of this Agreement, subject to the maximum assessment set forth in the existing Declaration of Covenants and Restrictions of September 10, 1965 excluding special assessments.

D. All terms, provisions and conditions with respect to this Agreement are expressly contained herein, and each party agrees that no representative or agent of any other party has made any representation promise with respect to this Agreement not expressly contained herein. Furthermore, it is understood and agreed by the parties hereto that this Agreement supersedes and replaces that certain document dated October 20, 1973 and designated an agreement by and among the Association, certain individuals and the Government which was executed by the Association and those individuals but not by the Government, and that such document shall be of no further force or effect upon execution of this Agreement by the Government and those parties of the first and second part hereto who executed said 1973 document.

E. Headings of articles and paragraphs herein shall be for the purpose of identification only and shall not affect the interpretation of the substantive provisions in any manner whatsoever.

F. This Agreement may be executed in one or more counterparts, all of which shall be construed to be one and the same instrument.

IN WITNESS WHEREOF, the Association, by its duly authorized officers, and the Government, acting by and through the Secretary of the Department of the Interior or his duly authorized representative, have hereunto set their hands the day, month and year set forth beside their signatures below, and the

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Property Owners have hereunto set their hands the day, month and year set forth beside their signatures on Schedule 1 attached hereto and hereby made a part hereof.

LITTLE CUMBERLAND ISLAND HOMES
ASSOCIATION, INC.

(SEAL)

Date: (September 20, 1975)

By: (Herbert B. Powell)

Herbert B. Powell, President

In the presence of:

Attest: (Allston Jenkins)

(James K. Kann, Jr.)

(Unofficial Witness)

(Neal Judd)

Notary Public, Georgia State at large
My Commission expires July 8, 1979

THE UNITED STATES OF AMERICA

Date: (June 13, 1975) By: (Illegible)

In the presence of: Title: Assistant Secretary, Fish & Wildlife & Parks

(Illegible)

Address: Department of the Interior

(Unofficial witness)

Washington, D.C.

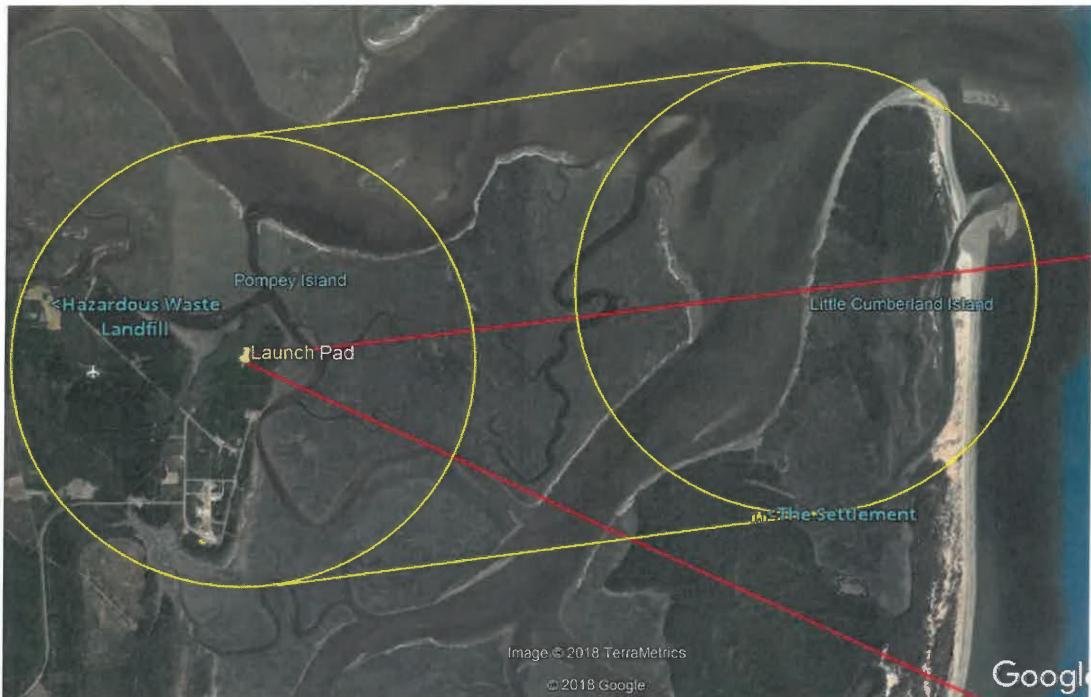
(Illegible)

Notary Public, Commission expires April 14, 1979

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EXHIBIT D

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SOUTHERN ENVIRONMENTAL LAW CENTER

Telephone 404-521-9900

TEN 10TH STREET NW, SUITE 1050
ATLANTA, GA 30309-3848

Facsimile 404-521-9909

June 14, 2018

Via U.S. Mail and Electronic Mail

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

**RE: Comments on Draft Environmental Impact Statement for Spaceport
Camden**

Dear Ms. Zee:

On behalf of the National Parks Conservation Association, One Hundred Miles, Center for a Sustainable Coast, Glynn Environmental Coalition, Satilla Riverkeeper, and Atlanta Audubon Society, the Southern Environmental Law Center (SELC) submits the enclosed comments on the Federal Aviation Administration's (FAA) Draft Environmental Impact Statement (DEIS) for the proposed spaceport in Camden County, Georgia.

SELC is a regional nonprofit organization that uses the power of the law to champion the environment in six southeastern states: Virginia, North Carolina, South Carolina, Tennessee, Alabama, and Georgia. We fight for clean water, healthy air, and the South's special places, including iconic Georgia places like Cumberland Island National Seashore, the Cumberland Island Wilderness Area, and Georgia's unique and impressive tidal saltmarsh.

But we do not do this work alone. We have many partners on the Georgia Coast, including the organizations on whose behalf we send this letter. They all have unique, but complimentary missions. The National Parks Conservation Association's mission is to protect and enhance America's National Park System for present and future generations. One Hundred Miles focuses its efforts on protecting, preserving, and enhancing the Georgia coast. The Center for a Sustainable Coast advocates for responsible decision-making that sustains coastal Georgia's environment and quality of life. The Glynn Environmental Coalition concentrates on enhancing the environment in and around Glynn County, Georgia. The Satilla Riverkeeper is the "eyes and ears" of the Satilla River watershed. And the Atlanta Audubon Society builds places where birds and people can thrive.

Charlottesville • Chapel Hill • Atlanta • Asheville • Birmingham • Charleston • Nashville • Richmond • Washington, DC

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Stacey Zee
June 14, 2018
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As set forth in the attached comments, the FAA's DEIS violates the National Environmental Protection Act (NEPA), Section 4(f) of the Department of Transportation Act, and the Endangered Species Act (ESA). The DEIS is rife with failures to properly address critical aspects of the proposed project and comply with applicable laws. The FAA can cure these shortcomings only by preparing a new DEIS containing the necessary information and analysis. But even if the FAA corrects the DEIS's deficiencies, it will not be able to correct problems that are inherent in the proposed site, including the fact that any rocket launched would travel over populated areas and significant public lands.

This project poses non-legal risks as well. The DEIS makes clear that the proposed site is deeply flawed. In chasing the allure of an enticing new industry, Camden County risks compromising the natural beauty and unique features that drive its tourism industry. Given the large number of existing and planned spaceports and the relatively small number of rocket launches, Camden County is poised to embark on an extremely expensive undertaking in a highly competitive market. While the benefits of this venture are speculative, the costs are very real. And ultimately, the financial burden and risk of this enterprise will be borne by the citizens of Camden County, not the FAA.

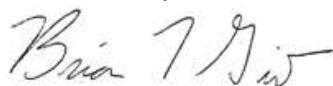
The FAA must take a hard look at the environmental and human harms that would be caused by the proposed spaceport. And it must do so now. If the project is due to fail, as we believe, Camden County deserves to know that today, rather than a year and several million dollars down the road.

If you have any questions concerning these comments, you can reach us at 404-521-9900.

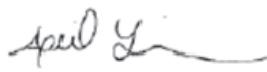
Sincerely,



William W. Sapp
Senior Attorney



Brian Gist
Senior Attorney



April Lipscomb
Staff Attorney

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Stacey Zee
June 14, 2018
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Enclosures (will be provided with U.S. Mail version, but not with Electronic Mail version)

cc (without enclosures):

Region 4, U.S. Environmental Protection Agency
National Park Service
Fish and Wildlife Service
Georgia State Historic Preservation Office
Camden County Commission
Little Cumberland Island Association

National Park Conservation Association
One Hundred Miles
Center for a Sustainable Coast
Glynn Environmental Coalition
Atlanta Audubon Society
Satilla Riverkeeper

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Summary of Comments

The following comments address areas in which the Federal Aviation Administration (FAA) failed to take a hard look at the environmental impacts that the proposed Spaceport Camden would have on the human environment. The most significant shortcomings of the Draft Environmental Impact Statement (DEIS) include:

- The DEIS' statement of purpose and need is too narrow and does not demonstrate an actual need for the Spaceport. PN-02
- The DEIS does not contain critical information regarding the project, including information about closure areas, potential impacts from launch failures, and "authorized persons." PA-21
- The alternatives considered do not satisfy FAA requirements for a launch site. NP-38
- The DEIS does not discuss offsite and onsite alternatives to the preferred alternatives and the relative risks associated with each. SA-08
- The DEIS does not adequately consider the direct, indirect, and cumulative impacts of the project. AL-02
- The FAA ignores the potential impact of climate change and sea level rise on the proposed project. CL-01
- The DEIS does not contain an adequate discussion of mitigation for the proposed project. CL-02
- The proposed project does not comply with Section 4(f) of the Transportation Act, because prudent and feasible alternatives exist, and because all possible mitigation measures have not been implemented. SF-06
- The proposed project does not comply with the Endangered Species Act. BR-29

Individually and collectively, these deficiencies render the DEIS inadequate to satisfy the requirements of the National Environmental Policy Act, the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, and other federal requirements. A new DEIS that complies with the requirements of these statutes must be prepared and released for public comment. PI-06

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I. Introduction

The Camden County Board of Commissioners (the County or Camden County) has proposed to build and operate a commercial space launch site, called Spaceport Camden, on the Georgia coast in Camden County. The County proposes to launch small to medium-large lift-class rockets, which would blast off carrying sub-orbital and orbital payloads such as satellites. The proposed launch site is adjacent to the Satilla River and immediately landward of the Cumberland Island National Seashore and Little Cumberland Island. The National Seashore contains a 9,000-acre Wilderness Area and an 11,000-acre potential wilderness area, which are major tourist locations on the Eastern Seaboard. Little Cumberland Island contains 40 residences, which private citizens live in or frequently visit. Any rockets fired from the proposed spaceport [PA-65] would travel directly over both islands.

During the twelve launches that are predicted each year, fishermen and boaters would have to evacuate the public marshes and tidal creeks that must be closed pursuant to FAA regulations during launches. Depending on the launch, the public may have to evacuate parts of Little Cumberland Island and Cumberland Island National Seashore. Weather conditions could cause launches to be delayed for several days. During that time, the public would not be allowed to enter the closure areas, and thus, people could be denied access to special areas for extensive periods of time, not just twelve times a year. [PA-21]

The launch facility would be constructed directly on the fringe of the marsh on a parcel of land that has been highly contaminated for decades by various industrial facilities. The site would contain brightly lit towers that would jut skyward 250 feet. The facility would house large tanks of highly flammable propellants. The propellants used for payloads are incredibly toxic and, if combined prematurely, can explode without any form of igniter. These propellants would have to be transported on public roads.

Before the County can construct the facility, it must obtain a launch site operator license from the FAA. As part of the licensing process, the FAA has prepared and distributed a draft EIS for the proposed spaceport under the National Environmental Policy Act. Before issuing a license, the FAA must respond to any substantive comments, make changes to the DEIS, and then issue a Final EIS with a Record of Decision. Then, it must conduct a national security and foreign policy review, a safety review, and a launch site location review before it can issue a license to the County. None of these other reviews are subject to public notice and comment.

Thus, it is imperative that FAA fully consider all issues and fully disclose all necessary information to the public through the EIS process.

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II. The DEIS violates the National Environmental Policy Act.

“NEPA has twin aims.” Balt. Gas & Elec. Co. v. Natural Res. Def. Council, Inc., 462 U.S. 87, 97 (1983). “First, it places upon an agency the obligation to consider every significant aspect of the environmental impact of a proposed action.” Id. (quotation omitted). “Second, it ensures that the agency will inform the public that it has indeed considered environmental concerns in its decisionmaking process.” Id. These goals are “realized through a set of action-forcing procedures that require that agencies take a hard look at environmental consequences, and that provide for broad dissemination of relevant environmental information.” Robertson v. Methow Valley Citizens Council, 490 U.S. 332, 350 (1989) (quotations omitted). “Other statutes may impose substantive environmental obligations on federal agencies, but NEPA merely prohibits uninformed—rather than unwise—agency action.” Id. at 351.

“An agency’s primary duty under the NEPA is to take a hard look at environmental consequences.” Pub. Utils. Comm’n v. FERC, 900 F.2d 269, 282 (D.C. Cir. 1990) (quotation omitted). At a minimum, an agency must have “adequately considered and disclosed the environmental impact of its actions.” Balt. Gas & Elec. Co., 462 U.S. at 97–98. The agency’s “analysis must be reasonable and adequately explained.” Sierra Club v. FERC, 867 F.3d 1357, 1368 (D.C. Cir. 2017).

The FAA has failed to fulfill NEPA’s twin aims. The FAA has not adequately considered every significant aspect of the environmental impact of Spaceport Camden, nor has it informed the public by disclosing those impacts in the DEIS. A draft EIS that falls short of the requirements imposed by NEPA must be revised. The FAA must acknowledge the deficiencies in the DEIS, as discussed in these comments, and issue a revised DEIS for public comment. Alternatively, the FAA must issue a supplemental DEIS for public comment.

PI-06

A. Purpose and Need

The DEIS offers a two part statement of purpose and need, encompassing requirements of both Camden County and FAA. The DEIS describes Camden County’s statement of purpose as:

The purpose of the County’s proposal to construct and operate Spaceport Camden is to allow the County to offer a commercial space launch site to a growing number of small to medium-large lift-class, orbital and suborbital, vertical launch vehicle operators to conduct commercial launches from the east coast of the United States.

The need for the proposed commercial space launch site is to further the goals of Camden County as established in the County’s Strategic Plan 2018, 2023, 2032 to create a strong regional economy with diverse job opportunities based on four

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major pillars of economic growth and sustainment, one of which is developing a world-class spaceport that would also attract businesses to support its operation.

DEIS at 1. With respect the FAA, the DEIS describes the purpose of the project more broadly.

The purpose of FAA action in connection with the County's proposal is to fulfill FAA's responsibilities as authorized by EO 12465, Commercial Expendable Launch Vehicle Activities (49 Federal Register [FR] 37099, 3 CFR, 1984 Comp., p. 163), and the Commercial Space Launch Act of 2015 (51 U.S.C. §§ 50901–50923) as amended by the U.S. Commercial Space Launch Competitiveness Act of 2015 (Public Law 114-90) for oversight of commercial space launch activities, including issuing Launch Site Operator Licenses for the operation of commercial space launch sites, and launch licenses to operate expendable and reusable orbital and suborbital launch vehicles.

The need for the FAA action of issuing a Launch Site Operator License and launch licenses results from the statutory direction from Congress under the Commercial Space Launch Act to protect the public health and safety, safety of property, and national security and foreign policy interests of the United States and to encourage, facilitate, and promote commercial space launch and reentry activities by the private sector in order to strengthen and expand U.S. space transportation infrastructure.

Id. at 3. By adopting this compound statement of purpose and need, the DEIS limits the range of alternatives to those which satisfy both sets of criteria – the economic development goals from Camden County and spaceflight goals from the FAA. This compound statement of purpose and need unreasonably predetermines the range of possible alternatives to exclude anything other than the option already selected by Camden County.

]

PN-03

"[A]gencies must look hard at the factors relevant to the definition of purpose" and "should take into account the needs and goals of the parties involved in the application." Citizens Against Burlington, Inc. v. Busey, 938 F.2d 190, 196 (D.C. Cir. 1991). An agency may not "define the objectives of its action in terms so unreasonably narrow that only one alternative from among the environmentally benign ones in the agency's power would accomplish the goals of the agency's action, and the EIS would become a foreordained formality." Citizens for Smart Growth v. Sec'y of Dep't of Transp., 669 F.3d 1203, 1212 (11th Cir. 2012); see also City of New York v. Dep't of Transp., 715 F.2d 732, 743 (2d Cir. 1983) (holding agency may not "narrow the objective of its action artificially and thereby circumvent the requirement that relevant alternatives be considered"); Residents in Protest--I-35E v. Dole, 583 F. Supp. 653, 660 (D.

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Minn. 1984)(“[I]t is not permissible to define the goals [of a project] so as to preordain the outcome.”); Simmons v. U.S. Army Corps of Eng’rs, 120 F.3d 664, 666 (7th Cir. 1997) (“One obvious way for an agency to slip past the strictures of NEPA is to contrive a purpose so slender as to define competing ‘reasonable alternatives’ out of consideration (and even out of existence). . . . If the agency constricts the definition of the project’s purpose and thereby excludes what truly are reasonable alternatives, the EIS cannot fulfill its role”).

With respect to Camden County’s purpose and need, the DEIS adopts the goals set in the Camden County 2018→ 2023→ 2033 Strategic Plan.¹ This plan references eight principles for the county to achieve by 2033 including not only the spaceport but also goals like “beautiful,” “safe,” “quality residential developments,” and “abundant leisure choices for all.” The planned spaceport is described as a “world-class launch facility with regular launch schedule,” but contains no other details regarding its design.

With respect to the FAA’s portion of the purpose and need statement, the DEIS states that the project is intended to fulfill the agency’s obligations under Executive Order 12465 and the Commercial Space Launch Act of 2015. These mandates generally direct the FAA to “facilitate and coordinate the development of commercial expendable launch vehicles,”² but they do not speak directly to Spaceport Camden or the need for facilities of the specific design considered in the DEIS.

There are a number of design elements that are adopted elsewhere in the DEIS that are not required by the stated purpose and need. The DEIS focuses on a commercial space launch site that can accommodate vertical launch vehicle operators for the orbital and suborbital launch of small to medium-large, liquid propellant launch vehicles. DEIS at 1-1. This description includes a number of variables including the launch orientation, the type of launch (orbital/suborbital), and the size of the launch vehicles. However, the DEIS never addresses why this combination of variables is necessary to meet the compound statement of purpose and need. Instead, this is another example of the DEIS using an overly narrow statement of purpose and need to predetermine the range of viable alternatives.

The DEIS uses a single design for its statement of purpose and need. Yet it fails to address why other design elements related to launch orientation, the type of launch (orbital/suborbital), and the size of the launch vehicles could not be considered. Further, it fails to provide any analysis to justify the actual need for such a facility, other than its inclusion in the County’s

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PN-04

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¹Camden County 2018→ 2023→ 2033 Strategic Plan [hereinafter Strategic Plan], available at https://issuu.com/camdencountyboc/docs/2018_camden_county_strategic_plan?e=32272897/58551200.

² <https://www.archives.gov/federal-register/codification/executive-order/12465.html>.

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strategic plan. Third, the DEIS fails to evaluate the projected demand for rocket launches of this type and whether those launches could be met by other existing and permitted spaceport facilities.

PN-02

Information available regarding current space launches suggests there is no need for Spaceport Camden. As of 2014, there were 10 active launch sites and 23 active launch licenses.³ Later that year, the FAA signed a Record of Decision for the Boca Chica facility in Texas, which is planned to conduct 12 launches per year.⁴ In addition to Spaceport Camden, two other new launch facilities currently have environmental studies in progress.⁵ And last month the Wallops Island facility released a programmatic EIS that would allow it to update and increase its launch capabilities. One FAA report suggests that the number of launches per year is expected to grow from 22 in 2017 to between 39 and 61 launches in 2020.⁶ However, FAA's launch projections have been criticized by the Government Accountability Office for consistently over-estimating the number of launches per year.⁷ In 2012, the FAA estimated that 33 launches would take place in 2015.⁸ The actual number of launches was 20.⁹ In short, the available and new launch site capacity may be outstripping the need for launch sites. If this is the case, there is no legitimate need for Spaceport Camden. The DEIS must provide some market analysis to justify the need for the spaceport generally and for the specific design it recommends.

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³ https://www.faa.gov/data_research/commercial_space_data/licenses/.

⁴ Final Environmental Impact Statement SpaceX Texas Launch Site, Volume I, Executive Summary and Chapters 1-14 (May 2014), available at https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/launch/spacex_texas_launch_site_environmental_impact_statement/media/FEIS_SpaceX_Texas_Launch_Site_Vol_I.pdf.

⁵ United States Government Accountability Office Report to the Chairman, Committee on Science, Space and Technology, House of Representatives: Federal Aviation Administration [Commercial Space Launch Industry Developments Present Multiple Challenges GAO-15-706](https://www.gao.gov/assets/680/672144.pdf) (August 2015) at 26, available at <https://www.gao.gov/assets/680/672144.pdf>.

⁶ [FAA Aerospace Forecast: Fiscal Years 2018-2038](https://www.faa.gov/data_research/aviation/aerospace_forecasts/media/FY2018-38_FAASpaceForecast.pdf) at 36, available at https://www.faa.gov/data_research/aviation/aerospace_forecasts/media/FY2018-38_FAASpaceForecast.pdf.

⁷ Commercial Space Launch Industry Developments Present Multiple Challenges at Table 1, at <https://www.gao.gov/assets/680/672144.pdf>.

⁸ FAA, Annual Compendium of Commercial Space Transportation (2013), at https://www.faa.gov/about/office_org/headquarters_offices/ast/media/Annual_Compendium_of_Commercial_Space_Transportation_2012_February_2013.pdf.

⁹ FAA, Annual Compendium of Commercial Space Transportation (2018), at https://www.faa.gov/about/office_org/headquarters_offices/ast/media/2018_AST_Compendium.pdf.

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Further, the DEIS should also have considered whether any such need could have been met by existing and permitted launch facilities. Instead of conducting such an analysis, the DEIS relies on a compound statement of purpose, and further narrows that statement to a single site design. The DEIS contains no information to support the assertion that a facility of this design is actually needed. Accordingly, the DEIS has improperly predetermined the alternatives analysis under NEPA.

AL-02
PN-02

B. The lack of key analyses in the DEIS prevents meaningful comment by the public.

NEPA requires “that the relevant information will be made available to the larger audience that may also play a role in both the decision making process and the implementation of that decision.” Methow Valley, 490 U.S. at 349. An EIS “should go beyond mere assertions by providing sufficient information and reasoning to enable readers to consider and evaluate the comparative merits of the alternatives on their own and to comment on the EIS.” Druid Hills Civic Ass’n v. Fed. Highway Admin., 772 F.2d 700, 713 (11th Cir. 1985). Public scrutiny is “essential to implementing NEPA.” 40 C.F.R. § 1500.1(b).

To comply with NEPA, the FAA “must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken.” Id. Where this information is not provided by the agency, the public is “limited to two-dimensional advocacy” in violation of NEPA. WildEarth Guardians v. Mont. Snowmobile Ass’n, 790 F.3d 920, 927 (9th Cir. 2015). By depriving the public of relevant information, the agency asks the public and other decision-makers “to assume the adequacy and accuracy of partial data without providing any basis for doing so.” Id.

If an agency realizes there is incomplete or unavailable information when evaluating the reasonably foreseeable adverse effects on the human environment, the agency must make clear that such information is lacking. 40 C.F.R. § 1502.22. If the incomplete information “is essential to a reasoned choice among alternatives and the overall costs of obtaining it are not exorbitant, the agency shall include the information” in the EIS. Id. § 1502.22(a). But if information relevant to reasonably foreseeable significant impacts cannot be obtained because of exorbitant costs or the means to obtain it are unknown, the agency must include within the EIS the following:

- (1) A statement that such information is incomplete or unavailable; (2) a statement of the relevance of the incomplete or unavailable information to evaluating reasonably foreseeable significant adverse impacts on the human environment; (3) a summary of existing credible scientific evidence which is relevant to evaluating the reasonably foreseeable significant adverse impacts on the human environment, and (4) the agency’s evaluation of such impacts based

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upon theoretical approaches or research methods generally accepted in the scientific community.

Id. § 1502.22(b). Critically important for this DEIS, “reasonably foreseeable” adverse effects “includes impacts which have catastrophic consequences, even if their probability of occurrence is low, provided that the analysis of the impacts is supported by credible scientific evidence, is not based on pure conjecture, and is within the rule of reason.” Id. § 1502.22(b)(1).

The DEIS is replete with missing, inadequate, incorrect, and misleading information pertaining to the most critical aspects of the proposed spaceport, including but not limited to information about launch failures, closure areas, and risks to human life and property.

SA-01
SA-03
SA-12

1. Launch failures, debris fields, and testing mishaps

The DEIS consistently skirts around the impacts associated with launch failures, noting that while failures are possible, the probability of a launch failure at Spaceport Camden is only in the 2.5 to 6 percent range. DEIS at 2-34.¹⁰ The DEIS asserts that launch failures typically occur: (1) at the launch pad soon after ignition, (2) much later in the flight and well out to sea, or (3) during the return flight or at the landing site for first-stage landings. Id. at 2-34. Vehicle debris from explosions at the launch pad “would be expected to be confined to the launch site,” while debris from explosions during the other scenarios “would be expected to impact within the launch site boundary, or on land or in water within the hazard area.” Id. at 2-34 to 2-35. Aside from these general and vague descriptions, the DEIS omits any real analysis of the direct and indirect environmental impacts of launch failures.

NP-38

For instance, in Chapter 4 (Environmental Consequences), the Air Quality section explains that residual propellant could escape during a failure and vaporize into an airborne cloud. Id. at 4-3. In addition, other propellants such as UDMH, MMH, and NTO may be released into the environment. While the DEIS states that MMH and NTO are toxic to humans and pose environmental hazards if released in sufficient quantity to the environment, the DEIS does not explain how the propellants are toxic or what the potential impacts to humans and the environment would be in the event of a release from a launch failure. Id. at 4-3 to 4-4. Instead, the DEIS attempts to downplay the risks by claiming that Spaceport Camden operators and the FAA would take “all reasonable and feasible measures . . . to minimize accidents and to protect human health and the environment.” Id. at 4-3.

HW-26

¹⁰ Notably, 6.7 percent of launches failed in 2017 at existing, licensed launch sites worldwide. <http://spaceflight101.com/2017-space-launch-statistics/>.

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A similarly lacking discussion about launch failures appears in the Biological Resources section. Id. at 4-20. Although that analysis does identify some of the impacts of a launch failure, it fails to provide any specifics. Vague sentences such as “[h]abitats may be temporarily degraded or permanently destroyed, causing animals to move to other areas to forage and nest,” are insufficient. Rather, the DEIS must discuss specific direct and indirect impacts to the Satilla River estuary, to endangered and threatened species and their habitat, and to tidal marshland and old growth maritime forest, for instance. In addition, the DEIS fails to discuss the reasonably foreseeable impacts from first-stage landing failures at the barge in both the proposed action and the ocean-landing only alternative (and for each resource category, not just biological resources).

BR-15
BR-40
CO-10

Critically absent in the DEIS is any discussion of how a launch failure could impact the hazardous waste landfill that sits adjacent to the site and next to Todd Creek, as well as a related analysis of how a launch failure would impact the already eroding banks of Todd Creek.

HW-26

Presumably, this analysis could fit within Section 4.7, Hazardous Materials, Solid Waste, and Pollution Prevention. In the same vein, that section should discuss how a launch or landing failure could impact existing contamination and MECs on and surrounding the property. But it does not. Interestingly, that section makes the grand conclusion that the “largest potential for hazardous materials/wastes releases would occur in the event of a launch failure,” and that possible outcomes “include fires, explosions, or releases of propellants or other hazardous materials.” Id. at 4-42. But instead of explaining the actual impacts, the DEIS simply states that “clean up and recovery of components would be performed to minimize impacts on lands.” Id. at 4-42. More data, information, and analysis are needed to inform the public and decision-makers.

HW-27

Also missing is an analysis of how a launch failure could impact Cumberland Island and Little Cumberland Island. This oversight is alarming, given the high risk of fire on the islands, the lack of emergency response personnel, the existence of residences and historic properties on the islands, and Camden County’s insistence on allowing “authorized personnel” like campers to remain on the islands during launches. This is grossly deficient under NEPA.

NP-38

Accordingly, in addition to addressing the shortcomings detailed above, we recommend adding a “Launch and Landing Failures” subsection to each resource category in Chapter 4 (Environmental Consequences), Chapter 5 (Cumulative Impacts), and Chapter 6 (Mitigation) where currently absent. The reasonably foreseeable direct and indirect impacts from launch and landing failures should be sufficiently analyzed for both the proposed action and the ocean landing-only alternative in each resource category. Where the DEIS suggests that launch failures would have impacts but fails to elaborate, the DEIS must provide an actual analysis or explain why such analysis is absent. A low probability of occurrence is no excuse. The Noise and Noise-Compatible Land Use resource category provides the perfect example of what not to do: “Noise levels that could be generated by a catastrophic rocket failure are not discussed in detail as such events are unlikely to occur.” Id. at 4-69. Again, NEPA requires an analysis of all “reasonably

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foreseeable” adverse effects, including “impacts which have catastrophic consequences, even if their probability of occurrence is low.” 40 C.F.R. § 1502.22(b)(1). The impact of the launch failures fits that description precisely.

Furthermore, the DEIS should include maps showing potential debris dispersion fields from launch failures occurring (1) soon after ignition/lift off and over the launch site, (2) over Cumberland Island and Little Cumberland Island, (3) at the landing barge out to sea, and (4) at the landing pad. These maps would help decision-makers and the public understand the extent of environmental impacts from launch failures under various scenarios and could help guide the discussion of direct and indirect impacts in each resource category in Chapter 4. Notably, we understand that Camden County has worked with a consultant, The Aerospace Corporation, to prepare a risk analysis or hazard analysis for the proposed spaceport, which likely includes such maps or descriptions of what would happen in the event of a launch failure at various points in the flight corridor. This analysis should be included as an appendix to the DEIS, especially if the FAA relied on this analysis for any part of the DEIS (which we believe it has, as discussed in more detail below). 40 C.F.R. § 1502.24 (stating federal agencies “shall identify any methodologies used and shall make explicit reference by footnote to the scientific and other sources relied upon for conclusions in the statement. An agency may place discussion of methodology in an appendix”).

Finally, the DEIS omits any discussion of mishaps or failures during static fire engine tests, despite the likelihood of a testing mishap. For instance, last year, a SpaceX static fire engine test at Kennedy Space Center sparked a four-acre brush fire at the Merritt Island National Wildlife Refuge.¹¹ The DEIS must be revised to discuss the reasonably foreseeable impacts from a testing failure or incident at Spaceport Camden.

Unless and until the DEIS includes sufficient information about the impacts from launch and landing failures, the public and decision-makers cannot meaningfully comment on the DEIS. In its current form, the DEIS asks the public to speculate about impacts or, worse, to turn a blind eye and assume that reasonably foreseeable and catastrophic impacts will not occur at all.

2. Closure areas, hazard areas, and “authorized persons”

In addition to ensuring that the relevant information is made available to the public, the FAA must ensure that the EIS is “organized and written so as to be readily understandable by governmental decisionmakers and by interested non-professional laypersons likely to be affected by actions taken under the EIS.” Oregon Envt'l Council v. Kunzman, 817 F.2d 484, 494 (9th Cir.

¹¹ Rick Neale, “SpaceX Engine Test Sparks 4-acre Brush Fire at Merritt Island NWR,” Florida Today, May 28, 2017.

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1987). An agency violates NEPA if it provides the public with erroneous or misleading information or fails to disclose the assumptions underlying the data contained in the EIS. N.C. Wildlife Fed. v. N.C. Dep’t of Transp., 677 F.3d 596, 603 (4th Cir. 2012) (holding agencies violated NEPA by failing to disclose the assumptions underlying their data and providing the public with erroneous information).

Here, the DEIS notes that public access in the vicinity of the launch site would be restricted during launches, wet dress rehearsals, and static fire engine tests. DEIS at 2-27. These “closure areas” or “hazard closure areas” would include both land and water areas and are “expected to include the areas around the access points to the launch site at the end of Harriets Bluff Road (also referred to as Union Carbide Road) and the waterways surrounding the launch site, in addition to parts of Cumberland Island and Little Cumberland Island extending along the trajectory and out to sea.” Id. at 2-27 to 2-28. Though not expressly stated, we can infer that these closure areas are a precautionary measure to reduce the risk to human life in the event of a launch failure. In contrast to this, “authorized persons,” which include residents, vacation house owners, permit-holding campers, and National Park Service personnel on Cumberland Island and Little Cumberland Island, may remain in closure areas if they wish. DEIS, Executive Summary (ES) at 11; DEIS at 2-31, 4-59.

SA-08
SA-09

SA-08

Notably, “closure areas” or “hazard closure areas” appear to be different from just “hazard area.” The DEIS defines “hazard area” as encompassing “areas that could potentially be affected by debris from a launch incident.” DEIS at 2-28.

The public is unable to comment meaningfully on these bizarre terms. First, the terms are confusing and are used inconsistently throughout the DEIS. Second, the terms are not defined in FAA regulations. See 14 C.F.R. §§ 417.3, 420.5. Third, the DEIS does not explain how these terms relate to actual FAA terminology, such as aircraft hazard areas, ship hazard areas, land impact hazard areas, 14 C.F.R. Part 417, App. B, and the overflight exclusion zone (OEZ), which is an area that must remain clear of the public during launches, 14 C.F.R. § 420.5. Fourth, the DEIS does not explain how closure and hazard areas were established. Fifth, the DEIS does not explain how certain members of the public can be deemed “authorized persons” and yet others must evacuate from closure areas for their personal safety. And finally, Camden County has recently published information about the OEZ and “land hazard areas” that appears to contradict the information in the DEIS.

SA-08
SA-09
SA-16

On the latter issue, Camden County recently published a blog post in which it claimed that neither the OEZ nor the land hazard area will extend to Little Cumberland Island or

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Cumberland Island, and thus, the islands would not have to be closed at all during launches.¹² This contradicts the DEIS, which states that the islands would be in the closure areas and that only “authorized persons” could remain during launches.

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Restricting access to public lands and water is one of the most significant reasonably foreseeable adverse impacts of the spaceport. The public and decision-makers must have adequate and reliable information to ensure that they understand exactly which areas will be closed, for how long, and how often. They also must have enough information to understand how those areas are determined. And the need to clarify and understand “authorized persons” cannot be overstated. By allowing certain members of the public to remain in closure areas if they so desire, the FAA is shifting the burden to protect human lives from itself to those individuals whose lives are most at stake. This directly contradicts Congress’s mandate that the FAA protect the public health and safety.

SA-08
SA-09

Accordingly, the FAA must revise the DEIS to include the following additional information. First, the DEIS must clearly distinguish between “closure area” and “hazard area” and explain how those terms relate to FAA terminology, including the OEZ and land hazard areas. Second, the DEIS must explain how the closure areas and hazard areas were calculated. We understand that hazard areas at other spaceports around the country are much wider than what is presented in the DEIS, so the DEIS must explain why a narrower hazard area is sufficient here. Relatedly, the DEIS must disclose any assumptions or underlying data it used to establish the dimensions of those areas so that the areas are “readily understandable” by laypersons likely to be affected, such as residents of Little Cumberland Island and visitors to the national seashore. On this issue, we understand that The Aerospace Corporation has performed at least one risk analysis or hazard analysis for the County, which may have been used to inform or establish the respective closure and hazard areas in the DEIS.¹³ The DEIS should include that risk analysis in an appendix. At a minimum, the DEIS must disclose the assumptions that The Aerospace Corporation (or the FAA) used to calculate potential hazard areas, as well as potential overflight exclusion zones. N.C. Wildlife Fed., 677 F.3d at 603.

— SA-16

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PA-44

Just as important, the DEIS must explain why the closure areas in the DEIS, which include Little Cumberland Island and Cumberland Island, are different than Camden County’s recently published expectations. And finally, the DEIS must provide legal justification for

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— SA-08

¹² John Simpson, Spaceport Camden Blog, The ABCs of OEZs: Understanding Spaceport Camden’s Safety Criteria (May 14, 2018), <https://spaceportcamdenblog.com/2018/05/14/the-abcs-of-oezs-understanding-spaceport-camdens-safety-criteria/> (last visited June 6, 2018).

¹³ Email from Andrew Nelson, on behalf of Steve Howard, County Commissioner, Camden County, to Dick Parker, April 24, 2018 at 12:46 PM (on file with author).

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deeming a subset of the population as “authorized persons” who may remain in closure areas. Otherwise, the DEIS must delete all references to authorized persons and explain how and whether those people will be forced to evacuate their private homes during launches.

SA-08

C. The Alternatives Analysis is arbitrary and capricious.

1. The proposed site for the spaceport fails to meet the launch site selection criteria.

The DEIS explains that the siting criteria for the spaceport’s location have evolved to include eight primary criteria and two secondary criteria that could be applied to potential sites identified by the county. DEIS at 2-41. “Failure of a site to meet any one of the primary criteria was sufficient to eliminate the site from further consideration as a spaceport site.” Id. (emphasis added). The DEIS included the criteria to explain why the “alternatives considered but not carried forward” were eliminated from further analysis. But the DEIS does not explain how or why the proposed location for the spaceport actually meets the criteria. This analysis is necessary to provide the public and decision-makers with relevant information about the project and to demonstrate that the selection of this location was not arbitrary and capricious.

AL-08

Alarmingly, a careful review of the proposed location reveals that it too should have been eliminated from further consideration as a spaceport site. Specifically, the proposed location fails to satisfy the following primary criteria:

- The site must be large enough, approximately 100 acres of usable upland with sufficient on-property or adjacent government-owned buffer lands/wetlands, to accommodate one vertical launch pad; the necessary facilities and infrastructure to support the launch of liquid-fueled, medium-large lift-class, orbital and suborbital vertical launch vehicles; the landing of the vehicles’ first stage; a control center/payload integration facility; an alternate control center, visitor center, visitor viewing area for up to 1,000 visitors; and necessary parking for up to 250 cars.
- The site must have the clear potential to satisfy FAA regulations, 14 CFR Part 420.
- The site must be located in an area with either existing or reasonable potential access for required launch infrastructure, to include utilities and community services such as fire, medical, and law enforcement.
- The site’s natural features (e.g., topography, soil type, presence of floodplains and/or wetlands) and risk exposure(s) (e.g., ability to satisfy FAA regulations, 14 CFR Part 420) must not unduly complicate the construction or operation of the launch complex.

Id. (emphasis added). Likewise, the following secondary criterion raises numerous red flags:

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- The site acquisition and development costs must be affordable for the County, cost competitive in relation to other potential sites, and have an anticipated timeline pursuant to the commercial need envisioned by the project (i.e., reasonably developable within approximately 24 months after approval of a launch license application).

Id.

- a) ***The site is not large enough because it lacks “sufficient” and “government-owned” buffer lands.***

The first site selection criterion at issue states that the site must have at least 100 acres of usable upland with sufficient on-site or adjacent government-owned buffer lands or wetlands. As an initial matter, because of the “on-site” reference, we assume that the referenced “government” is Camden County as opposed to the State of Georgia or the United States. Second, the criterion does not define “buffer lands” or quantify what constitutes “sufficient” buffer lands or wetlands. How can decision-makers and the public know what buffer lands are or how large they must be to accommodate the launch pad and other on-site facilities? The DEIS must provide additional information to justify the proposed location.

AL-09

But regardless, it appears that the proposed spaceport site does not meet this criterion. Earlier in the DEIS, the “buffer area” is defined as the land that exists “between the launch point and the launch site boundary, to satisfy 14 CFR 420.21, Table 2, and any other additional lands, water, and/or marsh around the launch point determined to be needed to ensure the safety of the public.” DEIS at 2-2 n.5. Presumably, “sufficient buffer lands” has the same meaning as “buffer area.” Of the 11,800 acres that could ultimately be purchased by Camden County for the spaceport site and surrounding buffer, approximately 10,600 of those acres are tidal saltmarsh.

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Camden County does not and cannot own tidal saltmarsh. Rather, the State of Georgia owns tidal marshlands unless title can be traced to a valid Crown or state grant. Kelso v. Baxter, 665 S.E.2d 381, 383 (Ga. Ct. App. 2008) (holding state owns the bed of tidewaters, including marshland); Dorror v. McCarthy, 462 S.E.2d 708, 710 (Ga. 1995) (holding state owns fee simple title to strip of land that lies between high and low water marks and is alternately wet and dry according to flow of tide); see also Ga. Code Ann. § 52-2-2 (declaring “the State of Georgia became the owner of the beds of all tidewaters within the jurisdiction of the State of Georgia as successor to the Crown of England and by the common law” and that Georgia “continues to hold title to the beds of all tidewaters within the state, except where title in a private party can be traced to a valid Crown or state grant which explicitly conveyed the beds of such tidewaters”).

In addition, it is unlikely that Union Carbide Corporation or Bayer CropScience own the saltmarsh via valid grants. Nothing in the DEIS indicates that Camden County has entered into any type of agreement with the State of Georgia for use of tidal marshlands as a buffer or if any

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such agreement would be legal under existing Georgia law. Furthermore, Camden County does not and cannot own the saltwater creeks and other state waters that surround and flow through the property. And current law does not allow Camden County to use state waters as a buffer for spaceport construction or operation. In fact, state waters and tidal saltmarsh must be buffered from land-disturbing activities. Ga. Code Ann. § 12-7-6(b)(15)(A), (17)(A).

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Accordingly, because the proposed location for Spaceport Camden does not include sufficient “government-owned” buffer lands, it should have been eliminated from consideration.

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b) *The site does not have the clear potential to satisfy FAA regulations.*

Similarly, because Camden County does not and cannot own the surrounding tidal marshlands, adjacent tidal creeks, and the Satilla River, this location cannot satisfy the FAA regulation establishing minimum distances from the launch point to the nearest launch site boundary. According to 14 C.F.R. § 420.21, Table 2, the required minimum distance for medium-large orbital expendable vehicles is 10,600 feet. For medium launch vehicles, the minimum distance is 9,300 feet, and for small launch vehicles, the distance is 7,300 feet.

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First, assuming that the launch site boundary is shown by the blue outline of “Proposed Spaceport Camden” on any map in the DEIS (e.g., Exh. ES-3), the site clearly violates this regulation. The distance between the launch point and the launch site boundary in that scenario is less than a mile (5,280 feet) in nearly all directions, and less than half a mile to the eastern site boundary. DEIS, ES at 7, Exh. ES-3. To get around this obvious problem, Camden County has defined the “buffer area” as the land that exists “between the launch point and the launch site boundary, to satisfy 14 CFR 420.21, Table 2, and any other additional lands, water, and/or marsh around the launch point determined to be needed to ensure the safety of the public.” DEIS at 2-2 n.5. Thus, the County appears to be using the total acreage to be purchased by Union Carbide Corporation and Bayer CropScience as the launch site boundary to satisfy FAA regulations, rather than just the part of the property where construction and operations will occur. See id. at 2-3, Ex. 2.1-1 (showing all properties being considered for purchase or under option for purchase).

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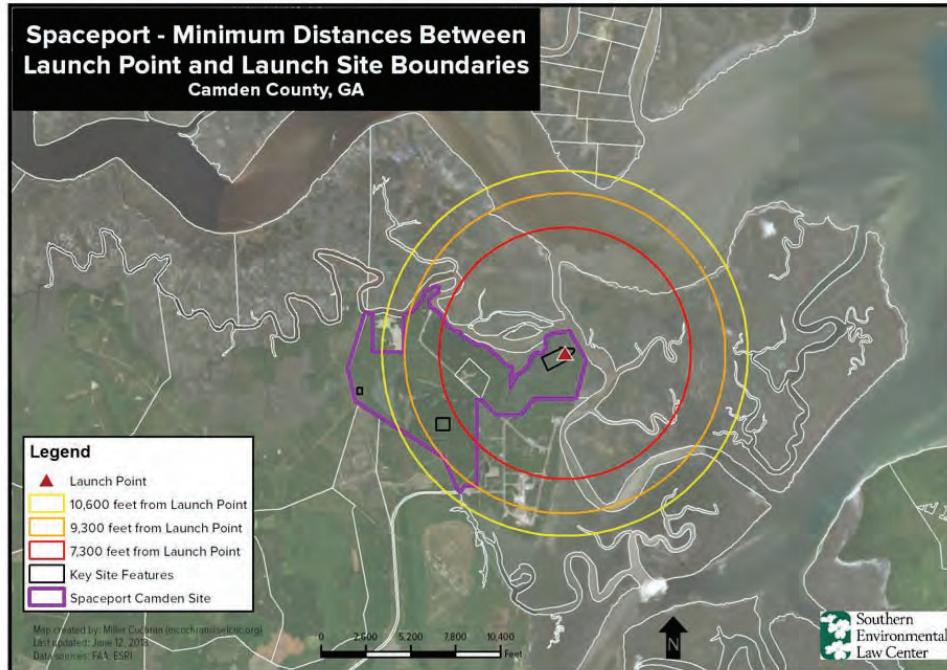
But as discussed above, most of that property is tidal marshland owned by the State of Georgia, not the County. Land that is not within the County’s control or ownership cannot be considered to be within the spaceport boundary. And as demonstrated by the map below, the minimum distance between the launch point and the nearest launch site boundary for even a small rocket extends into adjacent navigable tidal creeks, including Todd Creek, Floyd Basin, and Floyd Creek, as well as the Satilla River, all of which are owned by the state for the benefit of the public. Camden County cannot restrict public access to those tidal waters or otherwise include those tidal waters in the launch site boundary. Ga. Code Ann. § 44-8-8 (prohibiting the

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exclusive appropriation of any tidewater by any person that prevents the free use of that tidewater for passage or transportation of freight). In sum, the site fails to meet the location restrictions in 14 C.F.R. § 420.21, Table 2.

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The proposed site also lacks the clear potential to satisfy 14 C.F.R. §§ 420.5 (overflight exclusion zone) and 420.53 (control of public access). Both of these regulations involve keeping the public out of dangerous areas. The OEZ is defined as the “portion of a flight corridor which must remain clear of the public during the flight of a launch vehicle.” 14 C.F.R. § 420.5. The “control of public access” regulation requires launch site operators to “prevent unauthorized access to the launch site, and unauthorized, unescorted access to explosive hazard facilities or other hazard areas not otherwise controlled by a launch operator, through the use of security personnel, surveillance systems, physical barriers, or other means approved as part of the licensing process.” *Id.* § 420.53.

PA-33
PA-44

Camden County (or private launch companies, for that matter) lacks legal authority to force people to evacuate the OEZ and hazard areas for any particular launch. For instance, Camden County has no authority to force fishermen to evacuate the Satilla River or the tidal creeks surrounding the proposed spaceport. The Georgia Constitution provides that the “tradition of fishing and hunting and the taking of fish and wildlife shall be preserved for the people and

PA-08
PA-33

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shall be managed by law and regulation for the public good.” Ga. Const. Art. 1, § 1, ¶ XXVIII. Only the Board of Natural Resources has the authority to regulate fishing in Georgia, including when and where people may fish, and “[n]o political subdivision of the state may regulate . . . fishing.” Ga. Code Ann. § 27-1-3(h). Critically, it is “unlawful for any person to obstruct or interfere with the right of any other person to fish in these salt-water creeks, streams, or estuaries leading from the Atlantic Ocean or from the sounds, rivers, or bays surrounding the several islands of” Georgia. *Id.* § 27-4-2 (emphasis added). Likewise, Georgia law prevents the closure of tidewaters to commercial freight vessels. Ga. Code Ann. § 44-8-8 (prohibiting the exclusive appropriation of any tidewater by any person that prevents the free use of that tidewater for passage or transportation of freight).

The OEZ and/or land hazard area for any particular launch at Spaceport Camden will include portions of Floyd Creek, Floyd Basin, and the Satilla River. Not only does Camden County lack legal authority to require fishermen or freight vessels to leave these locations within the OEZ and hazard areas, but the “use of security personal, surveillance systems, physical barriers, or other means” to keep fishermen out of the tidal waters surrounding the proposed site would be unlawful. 14 C.F.R. § 420.53. To the extent that the OEZ and hazard areas extend to Little Cumberland Island, Camden County lacks authority to force residents and visitors to evacuate their homes absent eminent domain proceedings. Ga. Const. Art. 1, § 3, ¶ I (“private property shall not be taken or damaged for public purposes without just and adequate compensation being paid”). Otherwise, denying those citizens access to their private properties would be unconstitutional takings. Arbitrarily designating those individuals as “authorized persons” does not cure this problem.

Accordingly, the proposed site does not have the clear potential to satisfy FAA regulations and should have been eliminated as a spaceport site.

PA-33
SA-08
SA-16

AL-09
PA-08
PA-33

c) *The site is not located in an area with existing or reasonable potential access for community services such as fire.*

Also of note, the proposed site does not meet the criterion requiring the site to be in an area with access for community services such as fire, medical, and law enforcement. DEIS at 2-41. The “area” referenced in this criterion should include areas where debris could fall during a failed launch. Little Cumberland Island and Cumberland Island are both in that category and neither have medical or fire suppression support. They are barrier islands that can only be accessed by boat. They also are heavily vegetated with pine trees and saw palmetto. Pine straw and saw palmetto fronds are highly flammable. Flaming debris from a failed rocket could set the two islands ablaze. Fire and medical teams could do little to put out the fire or tend to the injured. Thus, the proposed site cannot be used under the very criteria set forth by FAA, and thus, should be disqualified.

AL-10

O0019

d) The site's risk exposures may unduly complicate the construction or operation of the launch complex.

The DEIS states that the ability to satisfy FAA regulations, 14 CFR Part 420, is an example of a potential “risk exposure” that could unduly complicate the construction or operation of the launch complex. DEIS at 2-41. As discussed above, the proposed site for Spaceport Camden does not have the clear potential to satisfy FAA regulations. In particular, the inability of Camden County to force evacuations from the OEZ and hazard areas would not only unduly complicate the operation of the launch complex, but it would completely hinder spaceport operations. If just one person is present within the OEZ, launches must be canceled. 14 C.F.R. § 240.5 (stating OEZ must remain clear of the public during a launch). For this reason alone, the proposed location does not meet this siting criterion and should have been eliminated.

PA-44

But the inability to satisfy FAA regulations is not the only risk exposure associated with this particular location. This site (including both the Union Carbide Corporation and Bayer CropScience properties) is contaminated with a wide variety of chemicals and contains an unknown number of munitions and explosives of concern (MECs). The DEIS asserts that once “the land is acquired by Camden County these potential contaminated sites would likely be managed under the Georgia Brownfields program. In this case the new owner (Camden County) would be responsible for soil and groundwater investigations and management of soil and source material that are above Georgia risk reduction standards.” DEIS at Table ES-1.

PA-13
HW-09
HW-10
HW-45

However, the Union Carbide property has a Resource Conservation and Recovery Act (RCRA) permit and currently is not eligible for the Georgia Brownfield Program. Should the County purchase this property with the existing RCRA permit in place, it will inherit significant liability for soil and groundwater impacts as well as onerous financial assurance requirements for cleanup that must be assured for 30 years or more. Moreover, solid waste management units (SWMUs) 8 and 9 are still under investigation, so future assessment and cleanup costs for those units are yet unknown.

Should Camden County wish to purchase the Union Carbide property under the Georgia Brownfield Program and not under RCRA, it must wait until the property is removed from the RCRA post-closure permit. This process is complicated, can take years, and can be accomplished only after all SWMUs are approved by the Georgia Environmental Protection Division as requiring no further action. The DEIS does not explain if Union Carbide is working toward no further action for all SWMUs or where Union Carbide is in that process. Overall, the County would be accepting numerous risks and long-term costs of purchasing a RCRA property, all of which could hinder spaceport construction and operations.

The risks associated with the Bayer CropScience property are even more troubling. The DEIS contains very little information about the property, with the exception of noting that

—HW-07

O0019

portions of the property may contain certain contaminants. DEIS at 3-49. But we know that EPA has cited Bayer for noncompliance with environmental statutes as recently as the third quarter of 2017.¹⁴ And according to Camden County Attorney John Myers and the Georgia Historic Preservation Division, Bayer has been unwilling to disclose the extent of contamination on the property with local and state officials.¹⁵ In addition, archaeological surveys have not been conducted on the property, leaving open the possibility that other historical, archaeological, architectural, or cultural resources will subject to protection under state and federal statutes. This leaves Camden County with unidentified liability.

—HW-07

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—CR-21

—AL-11

The DEIS must explain how this property meets this site selection criterion when the risks of purchasing contaminated properties are so high for Camden County and the costs so potentially burdensome for Camden County taxpayers.

- e) ***The DEIS does not include enough information for decision-makers and the public to conclude that the proposed site is affordable and cost competitive.***

Relatedly, the DEIS includes no information about the costs of site acquisition and development. Likewise, it fails to address whether the proposed site is cost competitive in relation to other sites, and it does not explain if the site could be “reasonably developable within approximately 24 months after approval of a launch license application.” DEIS at 2-41. Such an analysis is especially important given the costs and financial assurance requirements that would be imposed on the County for purchasing a RCRA property, as discussed above, as well as the time it would take for the property to be eligible for the Georgia Brownfields Program.

—AL-11

In addition, a cost-benefit analysis is “relevant to the choice among environmentally different alternatives [] being considered” for the spaceport. 40 C.F.R. § 1502.23. When a cost-benefit analysis is relevant, “it shall be incorporated by reference or appended to the statement as an aid in evaluating the environmental consequences.” *Id.* But the FAA has not performed any cost-benefit analysis here, or if it has, it has not disclosed it.

—NP-13

The FAA cannot justify the proposed location for a spaceport without explaining how the site meets the siting criteria. Otherwise, its alternatives analysis is arbitrary and capricious.

—AL-08

¹⁴ EPA Enforcement and Compliance History Database, available at <https://echo.epa.gov>.

¹⁵ Telephone call between John Myers, Camden County Attorney and April Lipscomb, Staff Attorney, Southern Environmental Law Center, June 1, 2018; FAA Office of Commercial Space Transp., Spaceport Camden Archaeological Survey – Contamination Issues and Graveyards, Notes from Conference Call, recorded by Pam Schanel, ICF International, FAA Environmental Support Contractor, Aug. 24, 2016, 1:30 PM Eastern.

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2. The DEIS does not adequately consider other reasonable alternatives.

The DEIS includes an alternatives analysis, but it does not comply with NEPA. It considers only three alternatives: (1) the Proposed Action Alternative, (2) the Ocean-Landing Only Alternative, and (3) the No-Action Alternative. DEIS at 2-1. Under the Proposed Action Alternative, the operator of the facility would have the option of landing the first stage of the rocket on the facility's landing pad or on a barge located 200 to 300 miles offshore. The second alternative differs from the Proposed Action only in all first-stage landings would be on the offshore barge. Under the No-Action Alternative the County would not construct the facility.

An agency's discussion of alternatives is "the heart of the environmental impact statement." 40 C.F.R. § 1502.14. "It should present the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decisionmaker and the public." Id.

To satisfy this obligation, the agency must "rigorously explore and objectively evaluate all reasonable alternatives." 40 C.F.R. § 1502.14(a) (emphasis added). This includes reasonable alternatives not within the jurisdiction of the lead agency. Id. § 1502.14(c). For each alternative considered, the agency must "devote substantial treatment . . . so that reviewers may evaluate their comparative merits." Id. § 1502.14(b). For all alternatives which are eliminated from detailed study, the agency must discuss the reasons that those alternatives were eliminated. Id. § 1502.14(a). The agency must also "include appropriate mitigation measures not already included in the proposed action or alternatives." Id. § 1502.14(f).

Although an agency is entitled to some deference in its decision of which alternatives to consider, "deference . . . does not mean dormancy, and the rule of reason does not give agencies license to fulfill their own prophecies, whatever the parochial impulses that drive them." Busey, 938 F.2d at 196. To this end, "an agency may not define the objectives of its action in terms so unreasonably narrow that only one alternative among the environmentally benign ones in the agency's power would accomplish the goals of the agency's action, and the EIS would become a foreordained formality." Id.; see also City of New York v. Dep't of Transp., 715 F.2d 732, 743 (2d Cir. 1983).

Although an agency may take into account the goals of the applicant in evaluating alternatives, NEPA also requires an agency "to exercise a degree of skepticism in dealing with self-serving statements from a prime beneficiary of the project and to look at the general goal of the project rather than only those alternatives by which a particular applicant can reach its own specific goals." Simmons v. U.S. Army Corps of Eng'rs, 120 F.3d 664 (7th Cir. 1997) (internal quotations omitted); but see Busey, 938 F.2d at 190. As the Council on Environmental Quality has advised:

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In determining the scope of alternatives to be considered, the emphasis is on what is “reasonable” rather than on whether the proponent or applicant likes or is itself capable of carrying out a particular alternative. Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant.¹⁶

AL-02
AL-05

a) FAA failed to consider alternative property uses through which Camden County's purpose and need could be satisfied.

The DEIS violates NEPA by failing to consider alternative uses of the property or other available properties. FAA justifies this failure by narrowly characterizing the County’s purpose and need as “developing a world-class spaceport,” but such an artificial definition improperly excludes many reasonable alternatives from consideration. Courts have repeatedly warned against such an approach. As one federal appellate court cautioned:

AL-07

The “purpose” of a project is a slippery concept, susceptible of no hard-and-fast definition. One obvious way for an agency to slip past the strictures of NEPA is to contrive a purpose so slender as to define competing “reasonable alternatives” out of consideration (and even out of existence). The federal courts cannot condone an agency’s frustration of Congressional will. If the agency constricts the definition of the project’s purpose and thereby excludes what truly are reasonable alternatives, the EIS cannot fulfill its role. Nor can the agency satisfy the Act.

Simmons, 120 F.3d at 666.

Here, the County’s true purpose and need is “to create a strong regional economy with diverse job opportunities.” DEIS at 105. Indeed, in the County’s Strategic Plan, it identifies its “goal” as “grow the local economy” and identifies successfully operating Spaceport Camden as a means by which to do so.¹⁷

AL-07

Given that the County’s real goal is to grow the local economy, the DEIS should have considered alternative means through which the County could do so. For example, in Stand Up for California! v. U.S. Department of the Interior, an American Indian Tribe sought to acquire a nearby tract of land held in trust by the Bureau of Indian Affairs to construct a casino and resort complex. 204 F. Supp. 3d 212, 307 (D.D.C. 2016), aff’d, 879 F.3d 1177 (D.C. Cir. 2018).

¹⁶ Forty Most Asked Questions Concerning CEQ’s National Environmental Policy Act Regulations, 46 C.F.R. § 18026, Question 2A (March 23, 1981).

¹⁷ Strategic Plan, supra note 1 at 25.

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According to the EIS in that case, the purpose and need of the proposed project was to promote the “long-term economic self-sufficiency, self-determination and self-government of the tribe.” Id. at 233. To meet these goals, the EIS considered five alternatives in detail, including other uses for the property such as “a mixed-use retail development” that “would include several larger retail outlet stores and smaller storefronts, including food and beverage establishments,” but would not include any casino or gaming options. Id. at 307.

AL-07

Here, several individuals recommended consideration of alternative property uses during the scoping process, including a Climate Change Research Center or a technological park. These alternatives were summarily dismissed because the suggested uses did not meet the DEIS’s artificially narrow purpose and need statement – specifically, to build a commercial spaceport in Camden County. DEIS at 2-49. However, by summarily dismissing these options without any consideration, the FAA violated NEPA’s requirement that it “rigorously explore and objectively evaluate all reasonable alternatives.” 40 C.F.R. § 1502.14(a).

b) *FAA failed to consider alternative sites outside of Camden County through which FAA’s purpose and need could be satisfied.*

The DEIS also violates NEPA by failing to consider other potential locations for a commercial spaceport, including other Georgia locations outside Camden County. FAA characterizes the FAA’s purpose and need as fulfilling its responsibilities under the Commercial Space Launch Act of 2015. That Act acknowledges “a need to develop a strong space transportation infrastructure with significant private sector involvement” and “encourages private sector launches, reentries, and associated services.” 51 U.S.C.A. § 50901. It imposes no obligation, however, that FAA restrict its consideration of sites to applicant counties. Instead, the Act focuses on the participation of state governments in the commercial spaceport siting process:

AL-02

The participation of State governments in encouraging and facilitating private sector involvement in space-related activity, particularly through the establishment of space transportation-related infrastructure, including launch sites, reentry sites, complementary facilities, and launch site and reentry site support facilities, is in the national interest and is of significant public benefit.

51 U.S.C.A. § 50901(9).

In the present situation, the DEIS acknowledges that part of the FAA’s purpose and need is to encourage state participation in the process, yet it artificially restricts its consideration of potential spaceport sites to Camden County and ignores other potential sites throughout Georgia. By doing so, FAA violates NEPA’s requirement that it “rigorously explore and objectively evaluate all reasonable alternatives.” 40 C.F.R. § 1502.14(a).

AL-06

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Similarly, the FAA does not consider alternatives at existing facilities outside of Georgia. As commenters brought up during the scoping phase, there are several existing facilities across the country that may have capacity to launch the type and number of rockets that the County hopes to launch. As of 2015, excluding Spaceport Camden, there were 10 existing or proposed private spaceport facilities in the United States—Mid-Atlantic Regional Spaceport, Cecil Field Spaceport, Spaceport Florida, Houston Spaceport, Midland International Air and Space Port, Oklahoma Spaceport, Spaceport America, Mojave Air and Space Port, California Spaceport, and Kodiak Launch Complex.¹⁸ At a minimum, the FAA should determine if any of these facilities by themselves or combined with other facilities could accommodate another 12 rocket launches per year. The FAA should then determine whether there is a current need for such launches. FAA NEPA guidance documents require as much:

[s]imilar actions, such as those with common timing or geography, should be considered in the same environmental document when the best way to assess their combined impacts or reasonable alternatives to such actions is in a single document (see 40 CFR §§ 1502.4(b) through (c) and 1508.25(a)(3), CEQ Regulations).¹⁹

Whether it is in the scoping section of an EIS, or elsewhere, the FAA must examine other similar spaceports. The FAA should not be in the business of licensing such facilities if there is no demand for them, because other similar spaceports can provide the capacity needed.

c) *The DEIS fails to adequately consider alternative sites in Camden County.*

The DEIS has not thoroughly examined alternative sites within Camden County. The County proposed and promptly eliminated four alternatives within the County. Two of these proposed alternatives were laughable. One was less than a quarter mile from downtown St. Marys, Georgia, a quaint coastal village. Two additional alternative sites were proposed for Little Cumberland Island and Cumberland Island. Neither island has a bridge. The first island has over 40 private houses on it, and the second contains many residences and a federally designated wilderness area. DEIS at Table 2-4.1.

The one alternative that appears to have some merit, Ceylon, was dismissed without adequate analysis. The DEIS states that the Ceylon site, which is located west of the proposed site, could not meet the boundary limitations of the FAA regulations. *Id.* at 2-42. The DEIS,

¹⁸ GAO Report at 26.

¹⁹ FAA, Order 1050.1F, at 2-8 (July 16, 2015).

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PN-02

PN-02

AL-12

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however, applied the wrong approach to examining the large expanse of land immediately west of the proposed launch site. That area of land is divided up into many smaller parcels. The DEIS looked at the parcels individually and determined that each was not large enough to meet the minimum-distance requirements contained in the FAA regulations. The DEIS should have examined the land west of the proposed site in reverse. It should have examined the western land and located several promising sites. Then it should have drawn in the minimum distances around these sites. And only then should the DEIS have looked at the parcels and who owned them. Attachment 9 provides two potential alternative sites selected using the second approach that would appear to meet the site criteria provided in the DEIS.

The DEIS also failed to consider other potential sites further inland. In 2014, the FAA licensed a spaceport in Midland, Texas.²⁰ This site is located far inland. Camden County is a very rural county, yet the DEIS did not give any serious consideration to alternative sites located west of Interstate 95.

d) *The DEIS fails to consider alternative designs at the proposed site that could lessen the environmental impacts of the launches.*

The DEIS considered only two configurations on the Union Carbide property. DEIS at 2-46 (admitting both Fairfield sites are essentially the same). And it did not consider any configurations on or using part of the Bayer property. Additionally, the DEIS considered only on-site alternatives that located the launch pad on the very fringe of the marsh (where the likelihood of environmental harm from stormwater runoff or rocket fuel spills is greatest). Instead of proposing that the County construct the launch facility further from the shore, where the lights and noise of the rockets would be screened by the trees on the proposed site,²¹ FAA is considering licensing a launch facility in the most visible location on the site.

Furthermore, the DEIS did not consider the alternative of a runway for horizontal launches. Launch vehicles such as Virgin Galactic's Space Ship Two are being constructed and tested. These crafts launch from horizontal runways. The DEIS must be revised to discuss alternative sites that could launch horizontal rockets as well as configurations at the existing site that would allow for horizontal launches.

²⁰ GAO Report at 26.

²¹ It is not clear from the DEIS whether FAA is planning to clearcut the site or leave the existing trees standing. This is another part of the DEIS that is lacking.

O0019

D. The DEIS fails to take a hard look at direct and indirect effects

NEPA requires federal agencies to take a “hard look” at the environmental consequences of the proposed action. To do so, agencies must have “adequately considered and disclosed the environmental impact” of their actions. An agency has not taken a hard look at environmental effects if it fails to consider an important aspect of the problem or offers an explanation for its decision that runs counter to the evidence, among other factors. In addition, the agency’s “analysis must be reasonable and adequately explained.” Sierra Club, 867 F.3d at 1368.

Agencies must take a hard look at both direct effects, “which are caused by the action and occur at the same time and place” and indirect effects, “which are cause by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.” 40 C.F.R. § 1508.8.

The DEIS fails to take a hard look at the direct and indirect effects of the proposed spaceport. Chapter 3 (Affected Environment) of the DEIS contains inaccurate and misleading information, and it also omits important information about existing conditions. In other words, the baseline conditions in the DEIS are unreliable and inadequate. As a result, Chapter 4 (Environmental Consequences) lacks reliability. Moreover, within each resource category in Chapter 4, the FAA fails to identify important direct impacts or fails to adequately explain the impacts. Indirect impacts are largely ignored.

For example, the DEIS fails to address induced growth from the spaceport altogether, despite the belief by Camden County and other spaceport proponents that the facility would make the county a hub for the aerospace industry. The County’s strategic plan lists not only the spaceport, but a cluster of related industries including “space vehicle and payload technology businesses,” development of space tourism, new university campuses, “support businesses for spaceport operation,” and an “Aerospace Commerce Center.”²² Some spaceport supporters claim that the facility and these related businesses may generate as many as 2,000 jobs.²³

CI-02

If related aerospace facilities are built in Camden County or in one of the nearby counties, they would cause environmental impacts. Based on the strategic plan and the projections of spaceport boosters, it would appear that the environmental impacts of these

²²https://issuu.com/camdencountyboc/docs/2018_camden_county_strategic_plan?e=32272897/58551200 at 6.

²³ Georgia spaceport opponents question suitability of site, Atlanta Business Chronical, Nov. 28, 2016 at <https://www.bizjournals.com/atlanta/news/2016/11/28/georgia-spaceport-opponents-question-suitability.html>

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companies are reasonably foreseeable and therefore fall within the definition for indirect effects. In light of this, the DEIS should have discussed any environmental impacts associated with reasonably foreseeable development.

CI-02

In addition to this shortcoming, the DEIS must be revised to include adequate discussions of direct impacts and indirect impacts in each of the following resource categories.

1. Air Quality

The DEIS incorrectly states that only those emissions occurring below 3,000 feet above ground level in the troposphere have the potential to affect human health and regional air quality. DEIS at 3-5. To the contrary, ozone-depleting chemicals and greenhouse gases affect human health and well-being well above 3,000 feet. For example, ozone-depleting chemicals released into the stratosphere are linked to higher rates of skin cancer, because of the increase in UV radiation reaching the Earth's surface. The DEIS should be revised to correct this inaccuracy, to include any ozone-depleting chemicals that could be released by spaceport activities, and to analyze the impacts from those releases.

AQ-10

A separate concern involves Title V operating permits. In Chapter 3, the FAA asserts that the proposed spaceport is not likely to be considered a major source of criteria pollutants or hazardous air pollutants and thus, a Title V permit would not be required. *Id.* at 3-4. In Chapter 4, however, the FAA admits that it has no idea whether a Title V permit is needed for the spaceport. The DEIS notes that the aggregate of many smaller sources may have the potential to emit more than the major source threshold of 100 tons per year. The DEIS calls for an emissions inventory to be prepared after construction of spaceport facilities to determine if a Title V permit is needed. Reliance on this future analysis runs counter to NEPA's intent. The public and decision-makers need to have information about the spaceport's projected impacts on air quality before the decision is made to continue this project. Thus, the DEIS must be revised to include an assessment of whether the aggregate emissions from the spaceport require such permit.

AQ-08

In addition, the DEIS inappropriately focuses on regional air quality and ignores whether emissions from the spaceport will have localized impacts on the surrounding natural environment and human environment. The DEIS must be revised to include an assessment of those localized impacts. Furthermore, the DEIS completely ignores air quality impacts from indirect effects. Camden County asserts that the spaceport will bring with it additional space-related industries that will set up shop in Camden County, along with space-related tourism opportunities. The DEIS must include a description of that induced growth and the associated air quality impacts. Likewise, it must consider increased pollution from trucks, barges, and other heavy equipment necessary to build, supply, and operate the spaceport.

AQ-05

O0019

2. Biological Resources

Despite the FAA's legal obligation to "take a hard look" at the project's potential impacts on biological resources, including special status species and critical habitats, the DEIS fails to do so. In some sections of the analysis, it punts—promising that the effects of the project will be more fully evaluated down the road, whenever the relevant information has been gathered. In others, the DEIS ignores or fails to fully discuss relevant and reasonably foreseeable direct and indirect impacts of the proposed spaceport.

a) General Concerns

Generally, the DEIS contains numerous inaccuracies or omits necessary information for existing conditions for biological resources. First, the description of "Southern Atlantic Coastal Plain Salt and Brackish Tidal Marsh" is incorrect. Tidal marshes are not infrequently flooded or dominated by southern red cedar or wax myrtle. It appears that this description is for a different type of vegetated community. The DEIS must be revised to correct this inaccuracy.

Second, the DEIS contains minimal to nonexistent discussions of brown pelicans and pelican rookeries, bald eagles and nearby nesting sites, and nesting sites for least terns, Wilson's plovers, American oystercatchers, and other shorebirds. This is a significant oversight. It appears that the FAA has placed a much greater emphasis on examining impacts to federally listed species than other prevalent and important species that exist in the region of influence (ROI) for the spaceport. The DEIS must be revised to include information about these significant birds, their habitats, and their nesting sites in the ROI. In addition, the DEIS must be revised to analyze the impacts on these birds from noise events, sonic booms, vibrations, heat, and emissions from launches, landings, and failures.

Likewise, the DEIS contain no discussion of marine invertebrates, such as crabs, shrimp, clams, and oysters. While Appendix D includes brief descriptions of marine invertebrates, the DEIS itself includes no analysis of the spaceport's impacts on those species. The DEIS must be revised to take a hard look at those impacts, particularly as impacts accumulate over time.

Next, the DEIS fails to examine the full extent of impacts to the critically important surrounding saltmarsh. The DEIS incorrectly characterizes the saltmarsh as a "buffer" for spaceport activities, when the saltmarsh should be buffered from the spaceport. The DEIS must be revised to include a much more in-depth analysis of reasonably foreseeable impacts to the marsh, from construction, daily operations, launch and landing activities, and failures. In addition, the DEIS must be revised to acknowledge that the saltmarsh is Essential Fish Habitat.²⁴

BR-12

BR-15
BR-17
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BR-30

BR-42

BR-40
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BR-72

²⁴ http://sero.nmfs.noaa.gov/habitat_conservation/efh.html.

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The DEIS also impermissibly relies on future studies and a “Protected Species and Habitat Management Plan” (PSHMP) to be prepared eventually in conjunction with the U.S. Fish and Wildlife Service and Georgia Department of Natural Resources. It appears that no recent on-the-ground surveys for plant and animal species have been conducted on the Union Carbide and Bayer CropScience properties, as well as throughout the ROI for the spaceport, so much of the information on existing conditions is speculative. Moreover, because the PSHMP has not yet been prepared and made available for review, the public and decision-makers do not have enough information available to determine what the actual direct and indirect impacts of the spaceport will be on particular species. Similarly, the National Marine Fisheries Service documentation and consultation has not been finalized. The DEIS must be revised to include NMFS’s response and specific mitigation measures so that the public has the opportunity to comment and receive the FAA’s response before the final EIS is issued.

BR-17
BR-29
BR-39

Finally, the DEIS relies on measures such as prescribed fire to improve long-leaf pine habitat on the spaceport site for species such as indigo snake, gopher tortoise, and striped newt. DEIS at A-359, A-365. Decision-makers and the public need much more information about these activities, including information about burning schedules and whether the spaceport can actually adhere to the prescribed burning schedule. At other spaceports around the country, launch activities typically shut down prescribed burning activities within a five-mile radius of the launch site for at least a month.²⁵ If a launch is planned each month at Spaceport Camden, then prescribed fire may not be an option, and the FAA must revisit and revise its analysis for these three species. The DEIS must consider whether the spaceport’s launches will prevent other nearby property owners from conducting prescribed burns on their properties.

BR-55

b) Specific Concerns for ESA-listed Species

Red-cockaded woodpeckers. The DEIS’s analysis on impacts to the endangered red-cockaded woodpecker is just one example of the FAA’s failure to provide a sufficient discussion of potential impacts to imperiled species. The text of the DEIS includes one, conclusory statement, without any justification: that the spaceport “may affect, but would not likely adversely affect” the red-cockaded woodpecker (RCW). DEIS at 4-10, 4-16. For a full analysis of RCW impacts (as well as impacts to all ESA-listed terrestrial species), the DEIS refers readers to the Biological Assessment (BA) in Appendix A. But the BA is also deficient.

BR-31

The BA notes that no suitable nesting habitat for the RCW exists on the Spaceport Camden site because most of the upland areas are in young plantation pine. DEIS at A-358. The BA does not indicate whether the upland pine plantations on the spaceport site are suitable RCW

²⁵ Letter from Cynthia K. Dohner, Regional Director, U.S. Fish and Wildlife Service to Stacey M. Zee, Federal Aviation Administration 4 (Feb. 21, 2014).

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foraging habitat. Likewise, it contains no information about RCW nesting or foraging habitat outside of the spaceport site. The BA simply concludes that the area around the site is “degraded,” without explaining how those areas are degraded or what that means for RCWs. The BA and DEIS must be revised to include all of this information.

The BA also asserts that, as of 2014, no RCWs have been recorded within three miles of the site. Id. But interestingly, the BA explains that “if RCWs are located within an 8-mile radius,” they would be adversely impacted by noise from spaceport operations. The BA does not discuss whether and the extent to which RCWs are located within an eight-mile radius of the spaceport site. Significantly, this eight-mile radius includes a national seashore, a wilderness area, state parks, tree farms, and other areas that could be populated by RCWs. The BA must be updated to include information about the existence of RCWs within this broader region.

Sea Turtles. The BA contends that construction activities would have “no effect” on sea turtles or on loggerhead critical habitat. DEIS at A-364. But neither the BA nor the DEIS explain whether outdoor lighting for site security during construction and exterior lighting that is installed as facilities are completed could interfere with sea turtles. The DEIS must be revised to include information about the impacts on sea turtles from outdoor lighting during construction.

More concerning, the BA notes that spaceport operations “may affect but are not likely to adversely affect the nesting or hatchling sea turtles and would have no effect on loggerhead critical habitat.” Id.; see also id. at 4-16, 4-20. The BA contends that tower lighting could disorient both nesting and hatchling sea turtles, but that lighting systems would be designed and operated to reduce light pollution. The DEIS must be revised to explain how those lighting systems would be designed and operated to reduce light pollution and how effective those methods would be at reducing the number of sea turtles that are disoriented by artificial light from the spaceport. Simply stating the desired conclusions, without identifying the means, is not sufficient.

The DEIS’s “no effect” determination for loggerhead critical habitat is most alarming. Cumberland Island National Seashore is one of the most important loggerhead sea turtle nesting sites in Georgia and accounts for 25 to 30 percent of the statewide nesting total. DEIS at D-12. Since 2014, Cumberland Island has produced over 1,800 loggerhead nests. Id. Given the projected launch trajectories over Cumberland Island and the very real potential for launch and landing failures, loggerhead critical habitat could easily be destroyed by falling debris, releases of toxic propellants, and fires from rocket explosions. The DEIS must be revised to account for

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those impacts, and the DEIS must change the “no effect” determination to reflect the very real effects that spaceport operations could have on loggerhead critical habitat.²⁶

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Atlantic Sturgeon. As with sea turtles, the DEIS fails to take a hard look at the project’s potential to harm the endangered Atlantic sturgeon. Remarkably, the DEIS concludes that the spaceport would likely have “no effect” on the Atlantic sturgeon. DEIS at 4-12, 4-20.

The most significant threats to Atlantic sturgeon include poor water quality, dredging, and vessel strikes.²⁷ Chemical contamination of sediments, dredging, and sedimentation all degrade habitat and cause adverse impacts.²⁸

The DEIS contends that construction activities would not impact the Atlantic sturgeon because best management practices, such as silt fencing and a sediment and erosion control plan, would prevent increased turbidity and sedimentation of tidal creeks from stormwater runoff. DEIS at A-272. This conclusion arbitrarily assumes that best management practices would be implemented correctly and would work perfectly. While silt fences and other methods can substantially reduce sediment runoff from construction sites, they are not perfect.²⁹ In addition, the strong tidal action in the Satilla River estuary means that any pollutants that enter the adjacent tidal creeks would spread for miles and relatively quickly. Thus, the DEIS’s conclusion that any stormwater pollution would not likely spread to the Satilla River—proposed critical habitat for the Atlantic sturgeon—is not supported by the evidence.

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Moreover, the DEIS ignores other construction-related impacts to Atlantic sturgeon and other fish species. The FAA must revise the DEIS to assess how pile-driving may disturb buried contamination at the bottom of Todd Creek, Floyd Basin, and Floyd Creek or may impact the contaminated groundwater plume moving toward Todd Creek from underneath the adjacent hazardous waste landfill. Similarly, the DEIS must analyze how dredging activities along Floyd Creek would impact Atlantic sturgeon.

As for spaceport operations, the DEIS asserts that boat strikes and falling debris from launch failures are the only reasonably foreseeable impacts to Atlantic sturgeon, and it contends that such impacts are discountable because of the low probability. But as discussed previously,

²⁶ The FAA also must repeat these analyses and make these changes in its discussions of piping plover critical habitat and North Atlantic right whale critical habitat.

²⁷ <https://www.fisheries.noaa.gov/species/atlantic-sturgeon>.

²⁸ *Id.*

²⁹ <https://www3.epa.gov/npdes/pubs/siltfences.pdf> (stating that silt fences often “do not work effectively because they are not well designed, installed, or maintained”).

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the risk of rocket failures is very real, and such impacts should not be discounted. Launch and landing failures could result in debris and incredibly hazardous propellants entering Atlantic sturgeon habitat, ultimately resulting in a “taking” of endangered species. And heat and vibrations from successful launches and landings could accelerate the movement of contaminated groundwater under the hazardous waste landfill toward Todd Creek, which could result in harm to sturgeon. The DEIS must be revised to consider each of these impacts.

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3. Climate Change

The DEIS is deficient because it fails to consider the impact of climate change on the proposed launch site. In Table ES-1 “Environmental Impacts Summary by Alternative,” the DEIS states that “sea level rise and other climatological changes such as increase in extreme weather events, may impact the spaceport in the coming years.” DEIS at 17. Further, the DEIS’s “Affected Environment” section states that

Due to Camden County’s coastal location, the area is likely to be more susceptible to the potential impacts of climate change such as sea-level rise and increased frequency of extreme weather events such as hurricanes. Conversely, because this is a coastal area, some protective measures are likely to already be in place such as hurricane evacuation routes.

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DEIS at 3-27; see also id. at 5-5. However, the DEIS does not contain any discussion of the proposed site nor does it attempt to quantify or analyze the vulnerabilities of this location. Instead, the DEIS includes a conclusory single sentence discussing potential mitigation measures.

With regard to impacts of climate change on the Proposed Action, ensuring critical facilities and storage areas are above flood level and that facilities are constructed to withstand severe storm activity would minimize any such adverse impacts.

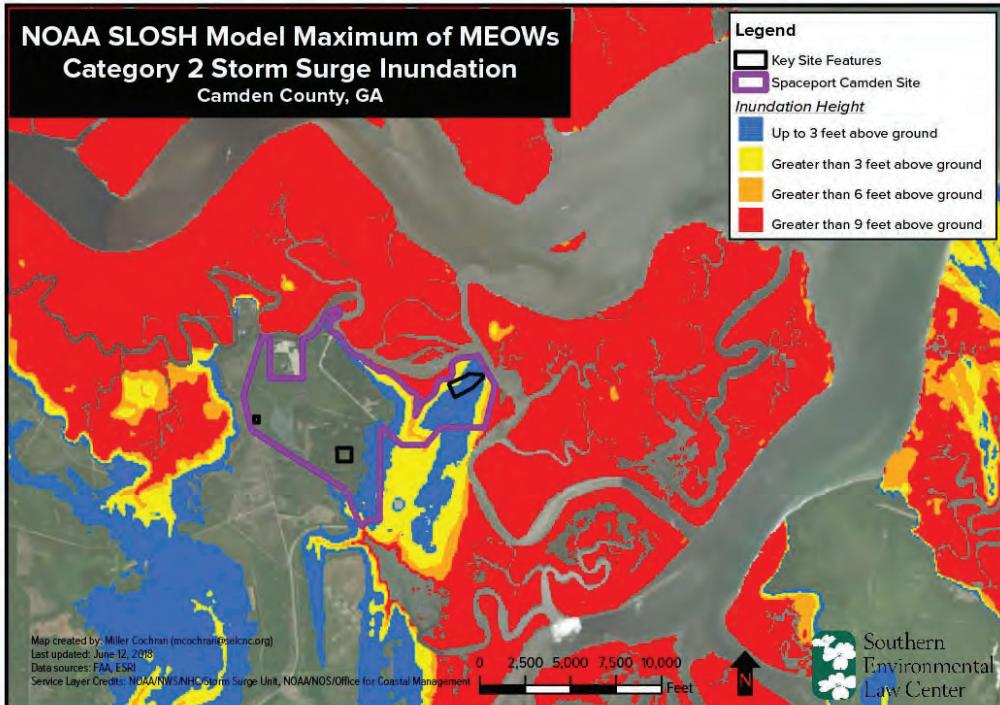
Id. at 6-3. The DEIS does not actually identify any specific mitigation measures to protect the site against storm activity or sea level rise, nor any strategies to minimize the impacts should those events occur. In comparison, the recent DEIS for the Wallops Island Flight Facility spends multiple pages addressing the issue of sea level rise.³⁰

³⁰ Wallops Flight Facility Site-wide Programmatic Environmental Impact Statement, National Aeronautics and Space Administration (May 2018) at 3.5.1.9, https://code200-external.gsfc.nasa.gov/250-wff/sites/code250-wffe/files/draft_wff_site-wide_peis.pdf.

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Even a cursory examination of readily available data shows that the proposed site is potentially vulnerable to a variety of climate change risks including storm surges, sea level rise, and higher tides. For example, the National Oceanic and Atmospheric Administration has prepared National Storm Surge Maps. Examining this data for the proposed launch site reveals that the launch site would be largely inundated with three to nine feet of water in the event of a category 2 storm.³¹

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Similar risks must be examined in the event of rising sea levels and tides. Likewise, marsh migration is an expected result of changing sea levels and altered salinity, and the effects of those changes must be considered. But the DEIS does not address any of these climate change concerns.

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Courts have struck down NEPA documents for failing to consider the relevant impacts of climate change on a project. AquAlliance v. U.S. Bureau of Reclamation, 287 F. Supp. 3d 969,

³¹ NOAA's National Storm Surge Hazard Maps can be found at <http://noaa.maps.arcgis.com/apps/MapSeries/index.html?appid=d9ed7904dbec441a9c4dd7b277935fad&entry=1>.

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1032 (E.D. Cal. 2018). Further, numerous Department of Transportation guidance documents make clear that climate change poses substantial risk to coastal infrastructure projects. For example, the U.S. Department of Transportation's Climate Adaptation Plan states:

[N]ewly constructed infrastructure should be designed and built in recognition of the best current understanding of future environmental risks. In order for this to happen, understanding of projected climate changes would need to be incorporated into infrastructure planning and design processes, across the many public and private builders and operators of transportation infrastructure.³²

FAA's Order 1050.1F Desk Reference repeatedly references the need to consider both the contribution of potential projects to climate change and the impact of a changing climate on infrastructure projects.

The environmental consequences section should include a discussion of the extent to which the proposed action or alternative(s) could be affected by future climate conditions, based on published sources applicable to the study area. For example, a project area's ability to sustain impacts caused by climate changes should be described (e.g., identify current robustness and height of seawalls for coastal airports). This discussion should include any consideration to adapt to forecasted climate change conditions.³³

The Federal Highway Administration has issued numerous reports recommending how climate change risks can be addressed and mitigated in the context of transportation projects.³⁴

³² <https://www.transportation.gov/sites/dot.dev/files/docs/DOT%20Adaptation%20Plan.pdf>

³³ FAA Order 1050.1F Desk Reference at 3.7.

³⁴ A Framework for Considering Climate Change in Transportation and Land Use Scenario Planning: Lessons Learned from an Interagency Pilot Project on Cape Cod: Final Report, FHWA-HEP-12-028 (2012), available at http://web.law.columbia.edu/sites/default/files/microsites/climate-change/fhwa_framework_for_considering_cc_in_transprotation_and_land_use_scenario_planning.pdf;

Climate Change & Extreme Weather Vulnerability Assessment Framework, Federal Highway Administration, FHWA-HEP-13-005 (2012), available at http://web.law.columbia.edu/sites/default/files/microsites/climate-change/fha_cc_and_extreme_weather_vulnerability_assessment_framework.pdf;

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure, The Gulf Coast Study, Phase 2, Task 3.2, in Engineering Assessments of Climate Change Impacts and Adaptation Measures, FWHA-HEP-15-004 (2014), available at http://web.law.columbia.edu/sites/default/files/microsites/climate-change/dot_gulf_coast_study_phase_2_task_3.2.pdf;

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Although these documents focus on FHWA projects, there is no reason why their approaches and recommendations do not similarly apply to this FAA project. The DEIS' failure to consider the impact of climate change on this project, specifically its susceptibility to sea level rise, higher tides, storm surges, and more frequent storm events, is a critical omission.

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Any EIS for this project must include a robust discussion of the risks posed to this project given its proximity to the water, whether less risky alternatives exist, and all potential mitigation measures that can be employed to address those risks.

4. Coastal Resources

The DEIS similarly fails to take a hard look at impacts to coastal resources. Critically absent from the discussion is a meaningful assessment of the need to dredge Floyd Creek or Floyd Cut to accommodate a barge returning first-stage landings back to the proposed spaceport. The DEIS asserts that it would not likely have to dredge either of the two creeks on which the large dock is located. See DEIS at Exh. 2.1-2. This dock would be used under both the Proposed Action Alternative and under the Ocean-Landing Only Alternative. Id. at 2-1.

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The DEIS suggests that since the dock may not ultimately be used, reasonable foreseeable impacts of using the dock need not be analyzed. NEPA requires more. Specifically, it requires federal agencies to “[d]evote substantial treatment to each alternative” and “[r]igorously explore and objectively evaluate all reasonable alternatives” 40 C.F.R. § 1502.14(a), (b).

But here, the DEIS does not provide adequate information on the depths of Floyd Creek or Floyd Cut, the draft of the barge, the width of the creek near the dock, or where the County would dispose of any dredged material. It is only with this information that the public can determine the environmental impacts of dock use and dredging.

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: The Gulf Coast Study, Phase 2, Task 3.1, Screening for Vulnerability, in Engineering Assessments of Climate Change Impacts and Adaptation Measures, FWHA-HEP-15-004 (2014), available at http://web.law.columbia.edu/sites/default/files/microsites/climate-change/dot_gulf_coast_study_phase_2_task_3.1.pdf Climate Change, Extreme Weather Events, and the Highway System: Practitioner’s Guide and Research Report;

National Cooperative Highway Research Program (NCHRP) Report 750: Strategic Issues Facing Transportation, Volume 2 (2014), available at http://web.law.columbia.edu/sites/default/files/microsites/climate-change/nchrp_report_750.pdf;

Highways in the Coastal Environment: Assessing Extreme Events, Hydraulic Engineering Circular 25, Vol. 2 (2014), available at http://web.law.columbia.edu/sites/default/files/microsites/climate-change/dot_hydraulic_engineering_circular_25-2.pdf.

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Similarly, the DEIS does not adequately describe four other regulatory programs that the proposed project would have to navigate—Section 404 of the Clean Water Act, Section 10 of the Rivers & Harbors Act of 1899, the Georgia Coastal Marshland Protection Act, and the Georgia Erosion and Sedimentation Control Act. The public and decision-makers simply lack sufficient information to determine how dredging and dock use could affect the human and natural environment. Similarly, the public does not have sufficient information on which to provide comments. Until the DEIS fully describes the environmental impacts that would be associated with dock use and the dredging of Floyd Creek or Floyd Cut, the DEIS does not comply with NEPA.

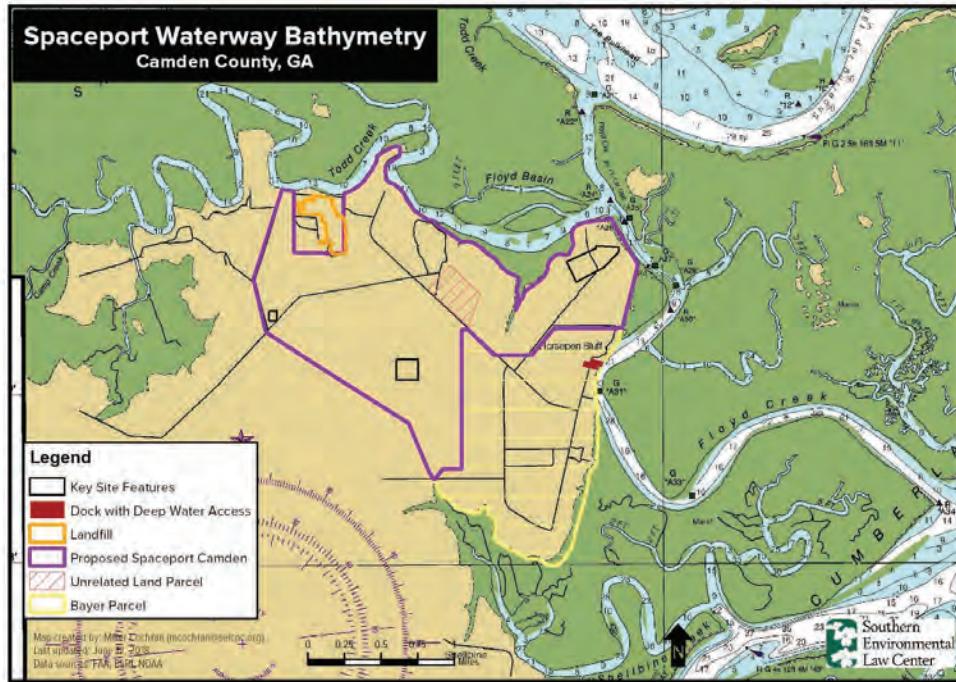
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In any event, it appears that the County would have to dredge either Floyd Creek or Floyd Cut to ensure access to the dock. From the dock, the County would have two choices on how a barge could arrive. The shorter route would be through Floyd Cut. As depicted by the bathymetry map below, in some areas the cut is only four feet deep.³⁵ The County could also use Floyd Creek to transport first-stage landings back to the spaceport. Floyd Creek is only eight feet deep at its mouth.³⁶ Also, the dock is located approximately three miles from the Satilla River and an equal distance from the Cumberland River. In either case, the County would have to dredge a significant distance. Both creeks flow into St. Andrew Sound and then to the Atlantic Ocean.

³⁵ National Oceanic and Atmospheric Administration Office of Coast Survey, St. Andrew Sound and Satilla River (2011).

³⁶ Id.

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Twelve miles east from the mouth of St. Andrew Sound, there is a significant shoal that lies four to five feet under the surface of the Atlantic Ocean. It would appear that the barge used for first-stage landings, as well as any ship pulling the barge, would have to cross that shoal to reach open water.³⁷ Also of note, the St. Andrew Sound is considered hazardous. The attached Waterway Guide inlet cautions: [w]hile this is a reasonable inlet in calm weather, it kicks up in any sort of opposing wind or tide and isn't a good choice in deteriorating weather. Also, the southern entrance (the better of the two) has shoaled to 4 feet.³⁸ Thus, if the draft of the barge or any ship pulling the barge were greater than four feet, it would appear that the County would have no choice but to dredge the planned route for the barges.

As mentioned above, any dredging would require Camden County to obtain several permits and variances. First, it would have to receive a permit from the Army Corps of Engineers under Section 404 of the Clean Water Act. 33 U.S.C. § 1344. The act of dredging leads to the

³⁷ <https://www.waterwayguide.com/explorer?latitude=31.06263950180553&longitude=-81.24114990234374&zoom=11&mode=marina>.

³⁸ <https://www.waterwayguide.com/nav-alert/4-5644/ga-inlet-caution-st-andrew-sound-not-recommended>.

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redeposit of mud and sand in a water of the United States. Under the Clean Water Act, this redeposit of dredged material is a regulated action and the applicant must follow certain procedures before the Corps can issue the applicant a permit.

If the permit applicant establishes that no less damaging, practicable alternative is available, the applicant must then show that all “appropriate and practicable steps” will be taken to minimize adverse effects of the discharge on the wetlands. 40 C.F.R. § 230.10(d). Only after showing that avoidance and minimization criteria have been met, can the Corps consider mitigation.

Fla. Wildlife Fed. v. U.S. Army Corps of Eng’rs, 401 F. Supp. 2d 1298, 1308 (S.D. Fla. 2005). The Corps regulations also require the Corps to

[e]xamine practicable alternatives to the proposed discharge, that is, not discharging into the waters of the U.S. or discharging into an alternative aquatic site with potentially less damaging consequences; evaluate the various physical and chemical components which characterize the non-living environment of the candidate site, the substrate and the water including its dynamic characteristics; identify and evaluate any special or critical characteristics of the candidate disposal site, and surrounding areas which might be affected by use of such site, related to their living communities or human uses; evaluate the material to be discharged to determine the possibility of chemical contamination or physical incompatibility of the material to be discharged; identify appropriate and practicable changes to the project plan to minimize the environmental impact of the discharge.

40 C.F.R. § 230.5.

Second, Camden County would have to secure a Section 10 permit. Such permits are also administered by the Corps. Section 10 of the Rivers & Harbors Act of 1899, 33 U.S.C. § 403, requires applicants to obtain a permit for any activities that would impact the navigable waters of the United States. The navigable waters of the United States include any waters that are subject to the ebb and flow of the tide. Although the primary focus of Section 10 is navigation, since 1970, the courts have recognized that the Corps must consider fish and wildlife in its calculus. Zabel v. Tabb, 430 F.2d 199, 214 (5th Cir. 1970). There is no doubt that the Corps can refuse on conservation grounds to grant a permit under the Rivers and Harbors Act. Id. As the U.S. Court of Appeals for the Fifth Circuit explained,

dredging activity of this sort has a profound disturbing effect on aquatic life, including shrimp and other species of tremendous significance to the commercial

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fishing industry. The bays, estuaries, and related marsh areas are highly important as spawning and nursery grounds for many commercial species of fish and shellfish.

Id. at 210. Any dredging activity that the County might take in Floyd Creek or Floyd Cut would be subject to the Rivers and Harbors Act.

Third, the Georgia Coastal Marshlands Protection Act would require the County to obtain a permit for any activities disturbing marshlands, or tidal creeks. Ga. Code Ann. § 12-5-280, et seq. In enacting the Coastal Marshlands Protection Act, the Georgia General Assembly recognized that the

estuarine marshlands of coastal Georgia are among the richest providers of nutrients in the world. Such marshlands provide a nursery for commercially and recreationally important species of shellfish and other wildlife, provide a great buffer against flooding and erosion, and help control and disseminate pollutants.

Id. § 12-5-281. Based on Exhibit 2.1-2 in the DEIS, it appears that marsh vegetation would be located at the dock and along Floyd Creek. To secure a marshlands permit, the County would have to appear before the Coastal Marshlands Protection Committee, which would likely deny the permit if it found that the project was not water dependent or that there was an alternative non-marshland site. Id. § 12-5-288.

Finally, the County would have to apply for a buffer variance from the Georgia Environmental Protection Division if it intended to disturb the 25-foot buffer that extends from the marsh. Id. § 12-7-6(17)(A). The buffer bans the removal of vegetation along the marsh. Variances are granted or denied by the Director of the Georgia Environmental Protection Division. The DEIS must be revised to include each of these pertinent statutes and requirements for dredging activities.

If the County were to dredge Floyd Creek or Floyd Cut, it would cause a number of adverse impacts. Yet the DEIS fails to analyze any of the direct and indirect impacts associated with dredging. Relatedly, the DEIS fails to analyze any of the direct and indirect impacts associated with using the dock at all. The DEIS must be revised to include a detailed impacts analysis on how use of the dock and dredging activities will impact coastal resources. Similarly, the DEIS must consider impacts from dock use and dredging on biological resources and water resources. The marshes and tidal creeks along the Georgia Coast are remarkably diverse and productive. The Georgia marshes account for about one-third of the marsh on the Eastern Seaboard, and nearly 95 percent of the fish and shellfish that live off the Georgia coast reside in the marshes and tidal creeks at some time in their lives. Numerous birds rely on the marshes such

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as clapper rails, egrets, oyster catchers, wood storks, and bald eagles. Manatees and dolphins frequent the tidal creeks as well.

Also, Floyd Creek and Floyd Cut contain Essential Fish Habitat (EFH) because they contain the type of habitat and substrate necessary for fish to spawn, feed, and grow to maturity. This habitat is critical to preserving our fish and shellfish communities. As the DEIS states, EFH is constantly jeopardized by activities such as marina construction, navigation projects, and dredging. The fish and shellfish in the area, based on Tables 3.2-3 & 4 of the DEIS, would include shrimp, red drum, and snapper. All are commercial species that are harvested on the Georgia Coast. The DEIS must be revised to account for impacts to these resources.

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5. Farmlands

The U.S. Department of Agriculture recognizes aquaculture as farming and offers grant assistance and insurance programs for clam and oyster farming in Georgia.³⁹ Leases for clam and oyster farming exist near the proposed spaceport site in the Cumberland River in Camden County, and in Jointer Creek in Glynn County.⁴⁰ The DEIS must be revised to include these unique farmlands and an analysis of the spaceport's direct and indirect impacts on aquaculture leases. Currently, the document has no impact analysis whatsoever. The analysis should include impacts to these unique farmlands from pollution and launch and landing failures. It should also include an analysis of how temporary closures during launch activities will impact farmers.

FL-01

6. Hazardous Materials, Solid Waste, and Pollution Prevention

a) Existing Conditions

The DEIS fails to include sufficient information about hazardous materials, solid waste, and pollution throughout the ROI. First, it omits an adequate assessment of Union Carbide Corporation's closed hazardous waste landfill, which is located on the northwestern edge of the proposed spaceport site. While the DEIS references the landfill in a handful of places, it does not accurately describe the toxic nature of the landfill or address the toxic groundwater plume underneath the landfill, which is making its way toward Todd Creek and is being managed by an oxygen curtain. Likewise, the DEIS fails to describe the erosion of the bank along Todd Creek back toward the toxic groundwater plume. The DEIS must be revised to include this information, including information related to ongoing efforts to stabilize the Todd Creek bank. The DEIS also

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³⁹ <http://www.usda.gov/topics/farming/aquaculture>.

⁴⁰ <https://coastalga.dnr.org/sites/default/files/crd/pdf/recmapcamden.pdf>.

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inaccurately states that the landfill will be monitored only through the end of the post-closure care period, which ends on June 6, 2021. However, post-closure care, including monitoring and all financial obligations, will continue indefinitely, or until the Georgia Environmental Protection Division approves the completion of specific, enumerated steps.

HW-28

In addition to these changes, the DEIS must also be revised to include data about hazardous wastes that may already be entering Todd Creek, Floyd Basin, and Floyd Creek from the proposed spaceport property. Similarly, the bottom soils in those tidal creeks should be analyzed for contamination. This is particularly important for Floyd Creek, where the on-site dock for returning first-stage landings is located. Barge traffic and any necessary dredging for barges could disturb contamination that may be better left undisturbed. Without having this baseline data, the potential impacts of the project cannot be adequately considered.

HW-07
HW-24

In addition, the DEIS omits any reference to the existing Environmental Covenant between Union Carbide Corporation and the Georgia Environmental Protection Division. This covenant restricts the type of land disturbing activities that would be necessary to construct and operate the spaceport. This information must be included in the DEIS, along with any information about whether Union Carbide and EPD are entertaining any amendments to the covenant or whether the County could negotiate changes to the covenant upon purchasing the property.

HW-15

The DEIS also lacks adequate information about the Bayer CropScience portion of the property. As a threshold matter, the DEIS repeatedly states that if the Bayer portion of the property becomes unavailable, additional studies may be needed and new locations for the alternate control center and visitor center would need to be assessed. This violates NEPA. Either the Bayer property should be considered as part of the spaceport site or not. The DEIS cannot rely on inclusion of the Bayer property, as it currently does, in an attempt to meet FAA regulations for siting, for instance, when purchase of the Bayer property is entirely speculative. Likewise, the DEIS cannot omit impacts and issues related to the Bayer property when it is inconvenient. The DEIS must be revised to either fully include the Bayer property, with detailed descriptions of existing conditions and adequate analyses of all impacts associated with use of that property, or omit the Bayer property altogether from consideration as the spaceport site.

HW-29

The description of existing conditions on the Bayer property is sorely lacking. The DEIS must be revised to include a detailed analysis of contamination on the Bayer property, including information about the type of contaminants, where they are located, whether soils or groundwater or both are contaminated, the extent of contamination at each location, and how much it would cost the County to clean up the contamination. Georgia Historic Preservation records actually reveal that portions of the property are too contaminated for archaeological

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surveys and Bayer representatives are unwilling to disclose information about contamination on the property in writing.⁴¹ At a minimum, this information needs to be included in the DEIS.

Also missing is a description of the “unrelated land parcel” located in the middle of the proposed spaceport site, which is owned by Bayer. The lack of information about that land raises numerous red flags. The DEIS must include an explanation for why the County is not considering purchasing that property, even though that parcel would be completely surrounded by spaceport property. The DEIS must also describe the property, including what it was or is being used for, whether it is contaminated and with what contaminants, and whether Bayer would still have access to that property and why. Finally, the DEIS must address how this embedded property will be addressed in the context of FAA regulations (e.g., minimum distance requirements from launch point to launch site property boundary).

Furthermore, the DEIS inappropriately limits a description of other contaminated properties in the ROI to those properties that are listed on the National Priorities List. The DEIS must be revised to include a description of other contaminated properties in the ROI, such as properties that are included on the State of Georgia’s hazardous site index or that are regulated by Georgia as hazardous waste sites. For additional concerns with existing conditions on the site, see the attached letter from Atlanta Environmental Management, Inc., which is hereby incorporated by reference into this letter.

b) Direct and Indirect Impacts

The DEIS must be revised to explain how spaceport operations will impact the hazardous waste landfill next to the site and the underlying groundwater plume moving toward Todd Creek. It must analyze how vibrations, heat, and sonic booms from normal launches and landings, pile-driving during construction, and launch and landing failures could damage the landfill cap or in-situ oxygen curtain apparatus, could affect the rates of erosion along Todd Creek, and/or could affect the movement of contaminated water toward Todd Creek. The DEIS should explain that any seepage or sudden discharge of that highly toxic groundwater into the creek could harm fish, marine mammals, and fish-eating birds, and could make fish and shellfish too toxic for human consumption. Contamination of Todd Creek would also impact recreational and commercial fishermen in the area, and the DEIS must explain those impacts. Moreover, the DEIS must examine the extent to which such contamination would spread throughout the Satilla River estuary. Tidal movement can spread pollutants in all directions, including 10 miles or more upstream. All of these impacts must be addressed.

⁴¹ Notes from Conference Call, supra note 15.

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The DEIS also attempts to downplay the spaceport's impacts on existing, on-site contamination, noting only that there is the "potential for impacts to historical contamination sites." Rather, the DEIS must explain that spaceport construction and operations will absolutely disturb areas of existing contamination, will require additional investigation and remediation, and will cause the County to incur substantial costs to conduct additional studies and cleanups. Moreover, the DEIS must be revised to explain that routine spaceport operations will result in minor and/or major leaks, spills, or releases of fuel or other contaminants into soils and groundwater. These contaminants are likely to mix with existing contamination, and the County will then be liable for remediation of those mixed plumes.

HW-16

As mentioned elsewhere in this letter, the DEIS inaccurately states that the Union Carbide and Bayer properties would be managed under the Georgia Brownfields Program. Because that statement is false, the DEIS must be revised to include an analysis of how the spaceport would impact the County's obligations under RCRA.

HW-10

Finally, the DEIS does not adequately address the risks posed by the facility's use of hazardous materials for payload propellant. The DEIS states that up to 5,500 pounds of payload propellants, including UMDH, MMH, and NTO, could be stored at the facility. DEIS at 2-23. These materials would be stored in aboveground storage tanks. Id. In addition, up to 2,000 gallons of hydrazine, used as a satellite propellant, could also be stored at the fuel storage area. Id. Approximately six to eight trucks delivering propellant, helium, and nitrogen would arrive at the site per month. Id. at 2-24.

The spaceport's use of these hazardous materials raises numerous concerns, including the transport of these materials to the site, the potential for spills as the payload vehicles are fueled, the threat of flooding at the site, and what would happen to these materials in the event of a launch failure or termination. Further, there are questions about the responsibility for training and equipping first responders should such events occur.

HW-02

The DEIS largely dismisses all potential concerns related to these hazardous fuels by stating that they will be addressed through a Hazardous Materials Emergency Response Plan. DEIS at 2-26. However, this document has not been prepared and is not available as part of the DEIS. Therefore, it is impossible to assess whether this plan will adequately address these concerns and whether the necessary training and resources will be required to mitigate the risk posed by the use of these hazardous materials at the site.

7. Historical, Architectural, Archaeological, and Cultural Resources

The DEIS also fails to take a hard look at impacts to historical, architectural, archaeological, and cultural resources. At most, it identifies a number of historic properties that are protected under Section 106 of the National Historic Preservation Act that would be directly

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affected by spaceport construction or would be directly or indirectly affected by spaceport operations. DEIS at Table 3.8-1. Notably, over 50 different historic properties may be affected and are located either on the proposed site or within the five-mile radius of potential effects. *Id.* But the DEIS fails to adequately analyze impacts to those properties. The DEIS also notes that an archaeological survey of the Bayer property has not yet been conducted. *Id.* at 3-54.

The National Historic Preservation Act (NHPA) is intended to discourage “federal agencies from ignoring preservation values in projects they initiate, approve funds for or otherwise control.” McMillan Park Comm. v. Nat'l Capital Planning Comm'n, 968 F.2d 1283, 1284 (D.C. Cir. 1992). Section 106 of the NHPA accomplishes this by requiring federal agencies to consult with the Advisory Council on Historic Preservation prior to taking an action that may affect a site that is included in or eligible for inclusion in the National Register. 16 U.S.C. § 470f. These obligations are triggered by a federal “undertaking,” which includes the FAA approvals required for the proposed spaceport. 36 C.F.R. § 800.2(o).

Under Section 106, adverse effects occur when an action directly or indirectly diminishes the characteristic of a property that makes it historic. These adverse effects include the “[i]ntroduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” *Id.* § 800.5(a)(2)(v). If an adverse effect is found, the federal agency is required to consult with the relevant historic planning office to resolve the adverse effects. *Id.* § 800.6. This consultation should include developing and evaluating “alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic properties.” *Id.* § 800.6(a).

With respect to indirect effects to historic resources, the DEIS states:

Within the APE for audible and visual effects, although vegetation and other structures would block the view of structures at the spaceport from the High Point-Half Moon Bluff Historic District and the Main Road, visual and temporary noise intrusions (65- to 250 -foot-tall structures and launch vehicles) would result in a cumulative effect on the viewshed and other aspects of the setting of historic properties in the Cumberland Island National Seashore. Visual and temporary noise intrusions are less likely to add to a cumulative effect to historic properties on Dover Bluff and Cabin Bluff due to the more modern setting of these areas.

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DEIS at 5-7. The DEIS largely dismisses these impacts and notes that consultation with the state historic preservation office is ongoing. *Id.* at 4-53. This approach does not satisfy the requirements of Section 106.

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Although the DEIS acknowledges that dozens of properties subject to protection under Section 106 will be indirectly impacted, it does not attempt to analyze or quantify the scope of these impacts. For example, with respect to the properties on Cumberland Island, the DEIS states

On Cumberland Island, there would be effects from noise and visual intrusions on a portion of the NRHP-listed High Point-Half Moon Bluff Historic District (including six contributing elements); to the NRHP-listed Main Road; and to the NRHP-eligible Cumberland Island Cultural Historic Landscape (a Historic Vernacular Landscape).

CR-01

Id. This discussion does not attempt to distinguish between the properties in these three different areas based on their location, the characteristic of the structures involved, or how the increased noise, light, and vibration from the proposed spaceport would “diminish the integrity of the property’s significant historic features.” 36 C.F.R. § 800.5(a)(2)(v). In short, the DEIS’s Section 106 analysis does not contain any meaningful analysis.

CR-11

Further, Section 106 consultation requires the FAA to develop and evaluate “alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic properties.” 36 C.F.R. § 800.6(a). The DEIS does not contain any such discussion. Although the DEIS refers to light and noise mitigation measures, it does not discuss these measures in the context of historic properties.

Finally, the DEIS notes that an archaeological survey has not been conducted on the Bayer property. DEIS at 3-54. When an archaeological survey was conducted on the Union Carbide portion of the proposed site, a number of Section 106 properties were identified in the construction area and within the property boundaries. But because the proposed facility could include both the Union Carbide parcel and the Bayer parcel, Id. at 3-64, the lack of any archaeological information regarding the Bayer property renders the Section 106 analysis incomplete. A full archaeological survey of the Bayer property must be completed and the Section 106 analysis consultation must be supplemented once the necessary information regarding historic properties located on that site are known.

CR-21

In each of these respects, the DEIS’s Section 106 analysis falls short of what the statute requires. These omissions must be corrected and the public must be afforded the opportunity to review and comment on any historic preservation plan before it is finalized.

CR-11

8. Land Use

The DEIS fails to take a hard look at the proposed spaceport’s impacts on land use. Namely, its analysis of impacts to Cumberland Island Wilderness is deeply flawed.

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Congress passed the Wilderness Act in 1964 to ensure that there were lands in the United States that offered solitude so that people would have the opportunity to experience natural sights and sounds. The Act aims to preserve and protect such lands in their natural condition. 16 U.S.C. §§ 1131-36. Congress defined “Wilderness” as “an area where the earth and its community of life are untrammeled by man, where man himself is a visitor who does not remain” and “an area of undeveloped Federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions.” *Id.* § 1131. And the area provides “outstanding opportunities for solitude or a primitive and unconfined type of recreation.” *Id.*

Under the Wilderness Act, Congress determined that the Department of Interior (DOI) should be in charge of administering any wilderness area set aside. The DOI is charged with the responsibility of “preserving the wilderness character” of these special places. *Id.* § 1131(b). Congress also provided that wilderness areas “shall be devoted to the public purposes of recreational, scenic, scientific, educational, conservation, and historical use.” *Id.* They were not to be exploited for commercial gain. *Id.* § 1131(c). And, except in emergency situations, the DOI was to exclude all motorized vehicles. *Id.* Wilderness areas are intended to be a place where individuals can experience natural soundscapes and darkened night skies unmarred by human-caused noise and light, an area that can provide the visitor a sense of remoteness and solitude.

a) National Parks and Seashores

Wilderness Areas are often designated within national parks. Thus, the NPS’s responsibilities under the 1916 National Park Service Organic Act also apply to wilderness areas and the parkland surrounding them. Because the Cumberland Island Wilderness Area falls within the Cumberland Island National Seashore, any restrictions on the seashore would also apply to the wilderness area. The 1916 NPS Organic Act provides as follows:

The [National Park Service] thus established shall promote and regulate the use of the Federal areas known as national parks, monuments and reservations hereinafter specified . . . , by such means and measures as conform to the fundamental purposes of the said parks, monuments, and reservations, which purpose is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.

16 U.S.C. § 1 (emphasis added). In this passage, Congress is emphatic that the NPS is to safeguard the national parks.

This language was amended in 1978 to read:

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Congress further reaffirms, declares, and directs that the promotion and regulation of the various areas of the National Park System, as defined in [16 U.S.C. § 1c], shall be consistent with and founded in the purpose established by [16 U.S.C. § 1], to the common benefit of all the people of the United States. The authorization of activities shall be construed and the protection, management, and administration of these areas shall be conducted in light of the high public value and integrity of the National Park System and shall not be exercised in derogation of the values and purposes for which these various areas have been established, except as may have been or shall be directly and specifically provided by Congress.

16 U.S.C. § 1a-1 (emphasis added).

The language was amended a second time in 2014 to read:

The Secretary, acting through the Director of the National Park Service, shall promote and regulate the use of the National Park System by means and measures that conform to the fundamental purpose of the System units, which purpose is to conserve the scenery, natural and historic objects, and wild life in the System units and to provide for the enjoyment of the scenery, natural and historic objects, and wild life in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.

54 U.S.C. § 100101. It should be noted that although the 1978 version of the provision is somewhat different than the 1932 version, the 1932 and 2014 versions are quite similar. Nonetheless, all of these provisions are highly protective of the national parks.

b) *The Cumberland Island Wilderness Area*

The Cumberland Island Wilderness Area was established under the authority of the Wilderness Act within the boundary of Cumberland Island National Seashore. Public Law 97-250. The 36,000-acre National Seashore had been designated a decade earlier with the goal of permanently preserving Cumberland Island in its primitive state. 16 U.S.C. § 459i-5. Congress encouraged the National Park Service to seek a wilderness designation for any suitable parts of the island. *Id.* § 459i-8. Ultimately, Congress selected the most remote area of the island to establish a wilderness area that would provide “outstanding opportunities for solitude” and a primitive experience for generations to come. *Id.* §§ 459i-5, 1131.

Congress set aside about 9,000 acres to form the Wilderness Area. Public Law 97-250. Congress also designated as potential wilderness an additional 11,850 acres of land located north

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of the Wilderness Area. According to the designation, the potential wilderness would become wilderness when activities incompatible with the wilderness area ceased. Congress modified the Wilderness Area in 2004 when it enacted the Cumberland Island Wilderness Boundary Adjustment Act of 2004. Consolidated Appropriations Act, 2005, PL 108-447, December 8, 2004, 118 Stat 2809. Under this Act, Congress added additional acreage to the potential wilderness area and removed the island's Grand Avenue, which travels the length of the island, from the Wilderness Area. Id.

c) *Congress did not intend for space flight to trump the purposes of wilderness areas.*

Two years after Congress created the Cumberland Island Wilderness Area, it enacted the Commercial Space Launch Act of 1984 (Space Act). (P.L. 98-575)(Space Act). The Act set the stage for the further development of space by commercial entities. 51 U.S.C. § 50903. The Act goes so far as to indemnify space companies for catastrophic launches and allow these companies to obtain waivers from permit requirements under certain circumstances. Id. §§ 50905(b)(3), 50914(A)(3)(a).

The Space Act, however, conflicts with the Wilderness Act whenever a launch facility is proposed to be built adjacent to a wilderness area. While the Space Act is geared towards launching commercial rockets into space, the Wilderness Act is designed to preserve the solitude of our more remote places. Nothing could be more antithetical to a wilderness area than a rocket launch facility. The Spaceport Camden facility, the rocket launches, and the activities associated with operation of the facility would conflict with the Congressional intent of preserving the pristine qualities of the Cumberland Island Wilderness Area.

As provided above, the Wilderness Act requires that wilderness areas and their “community of life are [left] untrammeled by man” and that their “primeval character and influence . . . are preserve[d] in [their] natural condition.” 16 U.S.C. § 1131. It is only in this manner that the solitude and primitive nature of these special places can remain unspoiled. Of all the national parks in this country, wilderness areas are the only ones that are designed so that individuals can escape all the trappings of modern life. The proposed spaceport would thwart what Congress was trying to achieve when it designated the Cumberland Island Wilderness Area less than four decades ago.

As the U.S. Supreme Court has held, the specific holds sway over the general:

It is a basic principle of statutory construction that a statute dealing with a narrow, precise, and specific subject is not submerged by a later enacted statute covering a more generalized spectrum. “Where there is no clear intention otherwise, a specific statute will not be controlled or nullified by a general one, regardless of

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the priority of enactment.” Morton v. Mancari, 417 U.S. 535, 550-551 (1993). “The reason and philosophy of the rule is, that when the mind of the legislator has been turned to the details of a subject, and he has acted upon it, a subsequent statute in general terms, or treating the subject in a general manner, and not expressly contradicting the original act, shall not be considered as intended to affect the more particular or positive previous provisions, unless it is absolutely necessary to give the latter act such a construction, in order that its words shall have any meaning at all.” T. Sedgwick, *The Interpretation and Construction of Statutory and Constitutional Law* 98 (2d ed. 1874).

Radzanower v. Touche Ross & Co., 426 U.S. 148, 153 (1976) (deciding between two federal venue provisions).

Applied to this case, the legislation that created the Cumberland Island Wilderness Area is more specific than the Commercial Space Launch Act. The former legislation dealt solely with the 18-mile long Cumberland Island. When Congress turned its sights on commercial space flight, it was constructing statutory language that would be applied to launch facilities across the country. It is doubtful that any members of Congress even considered that anyone would propose to locate a spaceport adjacent to a wilderness area, much less the Cumberland Island Wilderness Area, which they had designated only two years before. If there ever were a case that one federal statute should trump another, it is this one.

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d) *The DEIS wrongly implies that the Cumberland Island Wilderness Area does not meet the criteria of a Wilderness Designation.*

The DEIS implies that Cumberland Island Wilderness Area is not deserving of its 50-year wilderness designation. The DEIS contends that the traffic through the Wilderness Area on Grand Avenue and on the beach destroys the solitude of the Wilderness Area. The DEIS, however, does not explain how frequently or infrequently vehicles drive on Grand Avenue or the beach. The DEIS points to inholdings within the northern reaches of the island, but it does not, however, explain how many of these inholdings exist or whether they have life estates or not. The DEIS suggests that sounds from nearby military facilities disturb those visiting the Wilderness Area. Again, the DEIS does not explain the origin, frequency, or intensity of these sounds. And the DEIS points to small aircraft as another source of noise. What the DEIS does not explain is that small engine aircraft are instructed to fly more than 2,000 feet above the island

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if they go near the island at all.⁴² Furthermore, the Wilderness Act provides that aircraft can only fly over wilderness areas if they have “already become established” and the agency administering the wilderness area applies suitable restrictions. 16 U.S.C. § 1133(d)(1). If the DEIS claims that such flights are a disturbance to the Wilderness Area, they should describe those flights in greater detail. In this case, the firing of rockets over the Cumberland Island Wilderness Area is not an existing use, and even if it were, the National Park Service has not granted any permission of any form that would allow rockets to disturb the primitive character of the Wilderness Area.

WL-22

Despite its attempt to discredit the Cumberland Island Wilderness Area, the DEIS admits that the “physical isolation and daily visitor cap provides visitors with outstanding opportunities for outdoor recreation and solitude.” DEIS at 3-68. At the same time, drones and helicopters will be used to locate individuals on the islands prior to launch. *Id.* at 1-11. Even if the helicopters and drones do not fly over the Wilderness Area, the sound of these flying machines would contribute to the sound pollution from the launch operations.

e) Courts have protected Wilderness Areas from pollution

Courts typically protect wilderness areas from noise pollution. For example, a Minnesota court found that a proposed snowmobile trail was incompatible with the use of the adjacent Boundary Waters Canoe Area, noting that the federal agency administering the wilderness area shall be responsible for preserving the wilderness character of the area. *Izaak Walton League of Am., Inc. v. Kimbell*, 516 F. Supp. 2d 982, 988 (D. Minn. 2007). The court explained that the text of § 4(b) indicates that the agency’s duty to preserve the wilderness is wholly independent of the source or location of that activity. *Id.* In other words, it does not matter whether the noise would be coming from inside or outside the wilderness area, the administering agency has a duty to prevent it.

Under the proposed action, campers in the Cumberland Island Wilderness Area would be disturbed by light and noise pollution that rocket launches would generate throughout the area’s 9,000 acres. The DEIS contends that only the western shore of the Wilderness Area would be impacted; that is simply not true. DEIS at 4-63. The noise and light pollution from the spaceport would be intense. The three towers on the launch pad would jut 250 feet skyward. Each would be covered with an array of powerful lights, which would be seen easily from the shores of Cumberland Island and the Wilderness Area. DEIS, ES at 24. Because FAA plans to locate the launch pad on the water’s edge, there will be no trees to shield the towers. FAA has stated that

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⁴² FAA Advisory Circular AC-91-36C, Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas (2004), available at https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_91_36D.pdf.

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before a launch, the lights will have to remain on 24 hours a day. They also admit that the lights will be “highly annoying.” Id.

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f) *Courts have protected National Parks from activities on non-federal land.*

In 1998, the Solicitor General for the Department of the Interior determined that the National Park Service (NPS) has the authority to address exterior threats to a National Park. In his interpretation of the 1978 amendment to the Organic Act of 1932, he stated that he believed that “the text of the 1978 Amendment and the other legal considerations discussed in this section support the conclusion that the Organic Act as amended in 1978 does have application to the Secretary’s exercise of his authorities over activities taking place outside the boundaries of park units.” Memorandum to Secretary, 1998 WL 35152797, at *17 (emphasis added). In other words, if there is an exterior threat to a National Park, the NPS can take action.

In Sierra Club v. Andrus, the district court explained that the NPS is not “restricted in the protection and administration of Park resources to any single means.” 487 F. Supp. 443, 448 (D.D.C. 1980). The NPS has “broad discretion in determining what actions are best calculated to protect Park resources . . .” Id. at 448 (emphasis added). The NPS’s authority is not limited to activities inside the boundaries of national park system units.

Other courts have reached similar conclusions. See United States v. Vogler, 859 F.2d 638 (9th Cir. 1988) (regulation of vehicle use on claimed non-federal right-of-way within a national park unit); Free Enterprise Canoe Renters Ass’n v. Watt, 711 F.2d 852 (8th Cir. 1983) (regulation of canoeing activity on non-federal land within the Ozark National Scenic Riverways’ external boundary); United States v. Brown, 552 F.2d 817 (8th Cir. 1977) (prohibition of hunting on waters owned by State of Minnesota but within external boundary of Voyageurs National Park); United States v. Moore, 640 F. Supp. 164 (S.D.W.Va. 1986) (regulation of pesticide application on non-federally owned land within external boundary of the New River Gorge National River). In contrast to the present case where the threat to the Cumberland Island Wilderness Area is outside the footprint of both the Wilderness Area and the National Seashore, these cases involved activities that were taking place within the boundaries of federal parkland.

But the National Park Service itself has taken a position on this point. In the National Park Service Management Policies of 2006, the NPS defines an impairment to a unit of the National Park System as an impact that affects a park resource or value: “necessary to fulfill specific purposes identified in the establishing legislation or proclamation of the park, or key to

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the natural or cultural integrity of the park or to opportunities for enjoyment of the park ”⁴³ as described in the following:

If [the NPS decisionmaker determines] that there is, or will be, an impairment, the decision-maker must take appropriate action, to the extent possible within the Service’s authorities and available resources, to eliminate the impairment. The action must eliminate the impairment as soon as reasonably possible, taking into consideration the nature, duration, magnitude, and other characteristics of the impacts on park resources and values, as well as the requirements of . . . applicable laws.⁴⁴

Thus, in this case the NPS must take appropriate action to ensure that the proposed spaceport does not go forward due to the impacts it would have on the National Seashore, the Wilderness Area, and the Potential Wilderness Area. In light of this, and the likelihood that the NPS will challenge any FAA decision to allow the spaceport to go forward, the DEIS must describe how the FAA addresses a situation such as this one, where another federal agency opposes a proposed action by the FAA.

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g) The frequent evacuations and access restrictions will compromise the recreational use of the Wilderness Area.

Many of the campers who come to Cumberland Island to enjoy the solitude of the Wilderness Area would suffer extreme disappointment and inconvenience if they were asked to evacuate during their special time on the island. Many campers reserve campsites on Cumberland Island six months in advance because the campsites fill up so quickly. Even if a launch were announced two months in advance, they would not be able to change their plans. The DEIS states that as many as 12 vehicles could be launched each year from the spaceport. In addition, FAA could license as many as 12 wet dress rehearsals, 12 first-stage landings, and 12 static fire engine tests.

As the former NPS Regional Director for the Southeast Region, Stan Austin, wrote in a comment letter in 2015, “[i]n many cases [these activities] may affect once in a lifetime opportunities, months or years of planning, financial obligations, time commitments, and or other commitments. Moreover, some closures/restrictions may occur with little notice and create more

⁴³ National Park Service, Management Policies 2006, § 1.4.5, Aug. 31, 2006, at https://www.nps.gov/policy/mp/policies.html#_Toc157232607.

⁴⁴ Id. at 1.4.7.

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severe hardship.”⁴⁵ To add to the frustration of the campers, they would not know whether they should stay in the Wilderness Area during the launch or evacuate. According to the DEIS, they would have the option of staying.

h) The status of the potential wilderness would be jeopardized if the proposed facility were permitted.

Finally, there is the question of the potential wilderness area that is located north of the existing Wilderness Area. When the non-conforming uses of this 11,000-acre parcel cease, the land will automatically become wilderness. When that time comes, the size of the Cumberland Island Wilderness Area will more than double. The non-conforming uses include some small parcels that are life estates.

But if rockets are allowed to fly over the potential wilderness, it could permanently disqualify the potential wilderness from becoming a wilderness area. In an analogous situation, federal agencies such as the Bureau of Land Management and the Forest Service manage millions of acres of land. Some of those lands do not have any roads on them. Often, when one of these agencies authorizes road construction in these roadless lands, public interest groups will challenge these decisions in court, claiming that if roads are constructed in a roadless area, the roadless area will no longer qualify for wilderness status. These public interest groups usually win on this issue if the agency has not adequately studied the effect the roads would have on the roadless area and whether the area was in fact suitable for consideration under the Wilderness Act.

For example, as the Ninth Circuit Court of Appeals has explained, “[o]ur roadless cases, then, are consistent with our holding that a landscape's wilderness characteristics generally must be considered in NEPA documents prepared for land use plans concerning that landscape, regardless of whether permanent wilderness preservation is an option.” Oregon Nat. Desert Ass'n v. Bureau of Land Mgmt., 625 F.3d 1092, 1117 (9th Cir. 2010). The FAA is in a similar situation to the federal land management agencies. Like these agencies, to complete the NEPA analysis, the DEIS must be revised to take a hard look at how rocket launches will impact the potential wilderness area and whether the launches would permanently disqualify the potential wilderness from ever achieving wilderness status.

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⁴⁵ Mary Landers, Camden spaceport promises jobs, threatens islands, Savannah Morning News (Savannahnow), Feb. 25, 2017, at <http://www.savannahnow.com/news/2017-02-25/camden-spaceport-promises-jobs-threatens-islands>, quoting Stan Austin, former National Park Service Regional Director, NEPA Scoping comments for FAA DEIS (2015).

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9. Socioeconomics and Children's Environmental Health and Safety Risks

The DEIS fails to take a hard look at the spaceport's impacts on socioeconomics and children's environmental health and safety risks. The DEIS devotes most of the analysis to a "qualitative" rather than a quantitative analysis of the potential economic impacts associated with the proposed action, and it impermissibly focuses its economic assessment on jobs. In fact, the DEIS concedes that the "overall effect from the economic analysis is the total number of jobs created throughout the ROI by the direct, indirect, and induced effects." DEIS at 4-90. A true socioeconomic analysis, however, is not that simple and should include an assessment of impacts to existing and established industries and commercial activities.

a) Employment and Jobs

The DEIS's analysis of jobs raises numerous red flags. The DEIS is clear that Camden County is pursuing a spaceport to "create a strong regional economy with diverse job opportunities." Id. at 1. The pivotal question is whether the proposed spaceport will make a meaningful contribution to this goal of economic growth. The DEIS provides that the spaceport would generate 60-70 temporary jobs for the 15 month construction of the launch facility and 77 full-time jobs to operate the facility. Id. at 4-92 & 4-93. The DEIS goes on to state that these jobs would create additional indirect employment opportunities. As the DEIS provides, the 77 full-time jobs would amount to less than one percent of total employment for the County. Id. at 4-93. Nevertheless, the DEIS warns that if "launches are continually delayed or cancelled, taxpayers could be required to vote for government funds to be available to support the spaceport operations." Id. at 4-92.

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The County and spaceport supporters have been asserting that the spaceport would create 2,000 jobs, which contradicts the DEIS's estimate of 77 jobs. Apparently, these additional jobs would come from aerospace companies relocating to Camden County. The DEIS must address this inconsistency and consider the indirect impacts of the induced economic growth accordingly.

In fact, new aerospace companies relocating to Camden County is unlikely. Even if an aerospace company determined that there was an advantage to be located near a spaceport, it is not clear that they would choose the proposed Spaceport Camden. There are multiple existing facilities and several pending facilities that could launch rockets similar to those that could be launched at the proposed site. Two of those facilities are located on the east coast—Wallopss and Cape Canaveral.

Although the number of launch facilities has grown in recent years, the number of launches has not kept pace. As discussed previously, the FAA consistently overestimates the

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number of launches that occur each year. In light of the fact that the number of spaceports is growing at a rate that is far greater than the increase in launches, the FAA should be very hesitant to issue a license to Camden County, when the need the spaceport is probably not sufficient to guarantee its success.

An economic assessment of the proposed spaceport concluded that 12 orbital launches per year would create 126.5 jobs per year, but if only 6 launches were held the number of jobs created would drop to 20.⁴⁶ Given that the highest projected number of launches in the last decade is 58, and considering the number of spaceports that exist or are being built across the country, it is unrealistic for Spaceport Camden to think that it will command such a high market share—12 launches out of 58. Finally, the FAA predicts that the number of launches is going to decrease over the long-term. If the facility fails to reach its target number of launches, it is likely that the direct and indirect economic development will not occur.

At a minimum, the DEIS should have discussed the vulnerabilities in the spaceport market and the potential lack of demand for launch facilities.

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b) Impacts to Commercial and Recreational fisheries and Navigation

The DEIS identifies just one potential impact to commercial and recreational fisheries, noting the potential for “negative impacts to local ocean-based commerce (fisheries, crabbing, oysters, and shrimping) due to possible hazard area closures.” DEIS at 4-90. And the DEIS completely omits any discussion of impacts to the commercial shipping industry. This is deficient. The DEIS must explain exactly how closure areas will impact commercial and recreational fishermen, charters, and commercial shipping. Similarly, the DEIS must explain how closure areas will impact domestic boat traffic on the Atlantic Intracoastal Waterway and the Southeast Coast Saltwater Paddling Trail.

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TP-08

The DEIS attempts to get around these requirements by noting that advanced notifications would allow recreational and commercial users to avoid closure areas. But the DEIS fails to consider critically important factors for fishermen, such as area restrictions for commercial and recreational fishing, harvest limits, and fishing seasons. Fishermen have limited periods of time in which they may catch certain species, as well as limited areas where they may catch those species. By limiting the places where they may go, Spaceport Camden could cause considerable hardships to commercial and recreational fishermen, including but not limited to lost income. This is particularly true in the event of repeated delays or cancellations, in which

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⁴⁶ Telephone Interview with Jeffrey D. Mullen, Ph.D., University of Georgia, Department of Agricultural and Applied Economics, conducted by Bill Sapp, Senior Attorney, Southern Environmental Law Center (June 11, 2018).

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certain areas may be closed for multiple days at a time. Moreover, spaceport construction and operations could damage fish, shrimp, oysters, clams, and other seafood, creating additional economic harm for commercial fishermen and commercial shrimpers. The DEIS must be revised to analyze each of these impacts on local businesses.

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With regards to commercial shipping, Georgia is home to both the Port of Brunswick and the Port of Savannah, which together move millions of tons of containerized cargo each year.⁴⁷ The Port of Savannah alone receives over 2,000 vessel calls each year,⁴⁸ and the ports together contribute hundreds of billions of dollars to Georgia's economy.⁴⁹ Large shipping vessels move raw materials and finished goods to and from destinations around the globe, and numerous shipping lanes are within proposed flight corridors, hazard areas, and potential closure areas for the landing barge.

The DEIS must be revised to include a discussion of how spaceport operations will impact shipping lanes and Georgia ports, including whether and the extent to which closure areas along the Intracoastal Waterway and around the landing barge out to sea may have adverse economic impacts. The DEIS also must explain how Camden County will coordinate launches with commercial shipping operators and the Georgia Ports Authority.

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Likewise, the DEIS must address the potential impact of access restrictions and the OEZ on the Atlantic Intracoastal Waterway for domestic boat traffic. The Atlantic Intracoastal Waterway is a primary thoroughfare for north/south navigation on the Atlantic seaboard. According to one estimate, the Atlantic Intracoastal Waterway carried 2.3 million short tons of domestic traffic in 2016.⁵⁰ Yet the DEIS includes no discussion on impacts to this significant thoroughfare.

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In addition, the DEIS does not address the impacts of access restrictions on the Southeast Coast Saltwater Paddling Trail. This extensive trail, shown in the map below, allows for travel along an unbroken path of tidal marshes and rivers more than 760 miles along the coasts of Virginia, North Carolina, South Carolina and Georgia. The main route for this trail directs

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⁴⁷ <http://gaports.com/about>.

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<http://gaports.com/Portals/2/Market%20Intelligence/CY17%20Annual%20Vessel%20Calls%20Savannah.pdf?ver=2018-05-04-135342-593>.

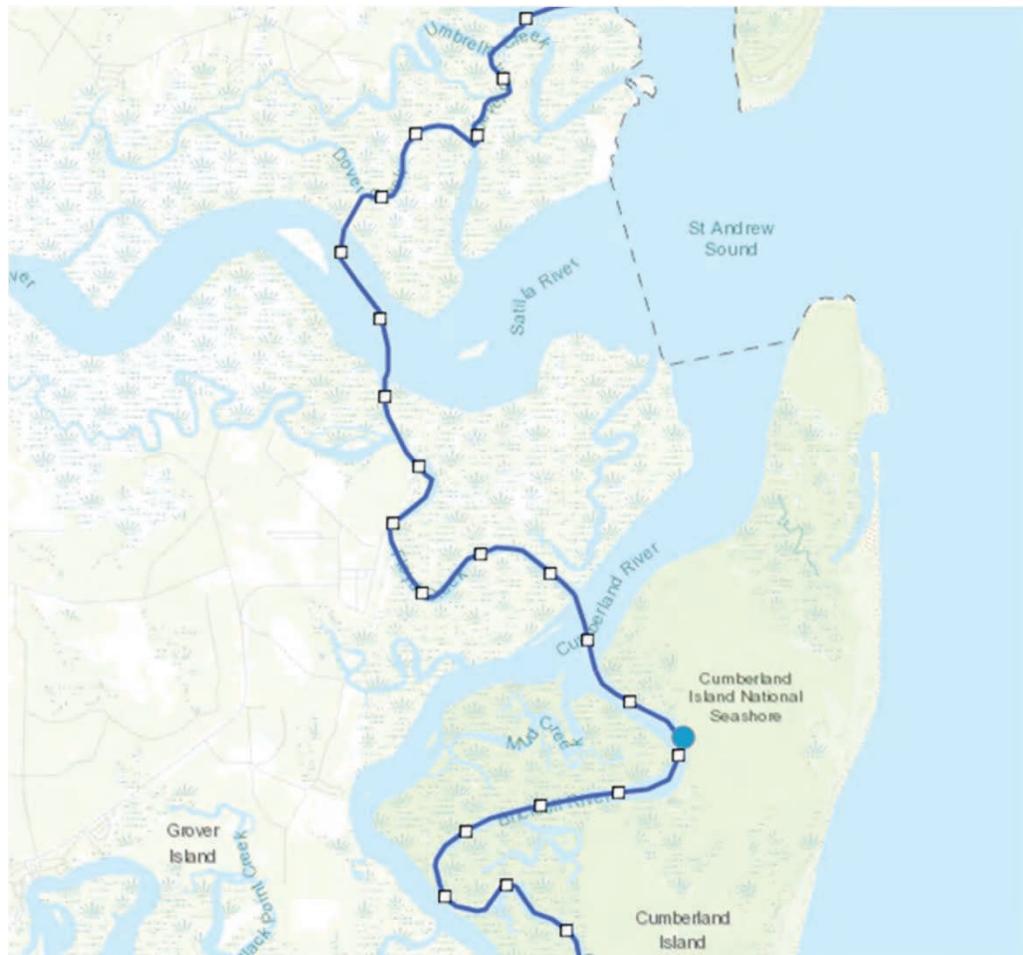
⁴⁹ <http://gaports.com/about/economic-impact>.

⁵⁰ The U.S. Waterway System: 2016 Transportation Facts & Information, Navigation and Civil Works Decision Support Center, U.S. Army Corps of Engineers at 7, available at <http://www.navigationdatacenter.us/factcard/FactCard2016.pdf>.

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paddlers through Floyd Creek – directly abutting the project site and within the proposed closure area. Yet the DEIS does not mention the paddling trail and includes no discussion of how the project might impact this trail or outfitters who lead paddles along the trail. For example, it is possible that paddlers on the trail or outfitters will not be actively monitoring maritime radio channels and thus would not be aware of launch-related access restrictions on Floyd Creek, causing them to waste time and money.

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LU-10



c) Children's Environmental Health and Safety

The DEIS's conclusion that spaceport operations would not cause disproportionately high and adverse health risk to children is unsupported by the evidence. Again, rockets are projected to launch directly over private residences and campgrounds on Little Cumberland Island and

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SO-39

Cumberland Island, where children live and visit and play. Those children would be deemed “authorized persons” who could remain on the islands during launches, putting themselves at substantial risk. The DEIS must be revised to address these concerns.

E. The DEIS fails to take a hard look at cumulative impacts.

In addition to considering the direct and indirect effects of the project, the DEIS must also consider and analyze cumulative impacts. A cumulative impact is the “impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” 40 C.F.R. § 1508.7.

Cumulative impact analyses that contain “cursory statements” and “conclusory terms” are insufficient. Del. Riverkeeper Network v. FERC, 753 F.3d 1304, 1319–20 (D.C. Cir. 2014). Likewise, perfunctory references to unspecified impacts “do not constitute analysis useful to a decisionmaker in deciding whether, or how, to alter the program to lessen cumulative environmental impacts.” Nat. Res. Def. Council v. Hodel, 865 F.2d 288, 299 (D.C. Cir. 1988). The point of the cumulative impact analysis is “to provide sufficient information to alert interested members of the public to any arguable cumulative impacts involving other projects.” Fund for Animals v. Hall, 448 F. Supp. 2d 127, 136 (D.D.C. 2006) (quotations and alterations omitted). Thus, “[s]imple, conclusory statements of ‘no impact’ are not enough to fulfill an agency’s duty under NEPA.” Found. on Econ. Trends v. Heckler, 756 F.2d 143, 154 (D.C. Cir. 1985); see also Defs. of Wildlife v. Babbitt, 130 F. Supp. 2d 121, 139 (D.D.C. 2001) (remanding EIS because although document contained section entitled “cumulative impacts,” it contained no actual discussion or analysis).

Instead, a “meaningful cumulative impact analysis must identify (1) the area in which the effects of the proposed project will be felt; (2) the impacts that are expected in that area from the proposed project; (3) other actions—past, present, and proposed, and reasonably foreseeable—that have had or are expected to have impacts in the same area; (4) the impacts or expected impacts from these other actions; and (5) the overall impact that can be expected if the individual impacts are allowed to accumulate.” Delaware Riverkeeper, 753 F.3d at 1319 (citation omitted).

Here, the FAA’s cumulative impact analysis for Spaceport Camden falls short by failing to make any of the necessary identifications listed above. Moreover, it relies on cursory statements and conclusory terms that understate or completely ignore impacts to numerous environmental resources.

O0019

1. The cumulative impact analysis area is impermissibly restrictive and not based on natural ecological boundaries.

As an initial matter, the DEIS's cumulative impact analysis is flawed because it unreasonably restricts the analysis area to the same ROIs used to analyze the spaceport's direct and indirect impacts. DEIS at 5-1 (explaining that the ROI for cumulative impacts analysis is the same ROI defined for the proposed action's direct and indirect impact analysis for operations). CEQ's guidance on cumulative impacts recommends significantly expanding the cumulative impact analysis area beyond the "immediate area of the proposed action" that is often used for the "project-specific analysis" related to direct and indirect effects:

CI-03

For a project-specific analysis, it is often sufficient to analyze effects within the immediate area of the proposed action. When analyzing the contribution of this proposed action to cumulative effects, however, the geographic boundaries of the analysis almost always should be expanded. These expanded boundaries can be thought of as differences in hierarchy or scale. Project-specific analyses are usually conducted on the scale of counties, forest management units, or installation boundaries, whereas cumulative effects analysis should be conducted on the scale of human communities, landscapes, watersheds, or airsheds.⁵¹

CEQ further states that it may be necessary to look at cumulative effects at the "ecosystem" level for vegetative resources and resident wildlife, the "total range of affected population units" for migratory wildlife, and an entire "state" or "region" for land use.⁵²

Likewise, EPA guidance on cumulative impacts that that "[s]patial and temporal boundaries should not be overly restrictive in cumulative impact analysis."⁵³ EPA specifically cautions agencies to not "limit the scope of their analyses to those areas over which they have direct authority or to the boundary of the relevant management area or project area."⁵⁴ Rather, agencies "should delineate appropriate geographic areas including natural ecological boundaries" such as ecoregions or watersheds.⁵⁵

⁵¹ CEQ, Considering Cumulative Effects under the National Environmental Policy Act 12 (1997) (emphasis added).

⁵² Id. at 15.

⁵³ EPA, Consideration of Cumulative Impacts in EPA Review of NEPA Documents 8 (1999).

⁵⁴ Id.

⁵⁵ Id. (emphasis added).

O0019

The FAA should reexamine the construction ROI and the operational ROI for each resource category analyzed to determine what the appropriate cumulative impact analysis areas should be. In particular, to the extent that the cumulative impact analysis considers construction activities at the spaceport, the construction ROI should be expanded from just the area within the spaceport boundary to include surrounding waterways, ecosystems, communities, and other areas that are rationally related to the resource category being analyzed.

While some of the operational ROIs for each resource category may make sense, others are problematic. For example, the operational ROI for biological resources extends out for a radius of approximately eight miles around the spaceport site “to account for potential noise and visual effects from launches.” DEIS at 3-5. But noise and visual effects are not the only types of impacts that the spaceport may have on biological resources, and some impacts may be felt outside of that eight-mile range. Simply put, there is no rational relationship between an eight-mile radius and impacts to vegetation and wildlife. Nor is an eight-mile radius sufficient to capture the cumulative impacts of other past, present, and reasonably foreseeable actions on biological resources. Moreover, different analysis areas may be needed for different types of biological resources. The analysis area for Atlantic sturgeon, for instance, may be different than the analysis area for bald eagles.

—CI-04

Accordingly, the FAA must revise the DEIS to include a broadened cumulative impact analysis for each individual resource category with these considerations in mind.

2. The cumulative impact analysis fails to identify all relevant past, present, and reasonably foreseeable actions impacting the site.

The DEIS’s cumulative impact analysis impermissibly limits the past, present, and reasonably foreseeable actions identified to a “representative” set of actions that have had or are expected to have impacts near the Spaceport Camden site, in clear violation of NEPA. Although agencies generally may discuss past actions in the aggregate when analyzing impacts, a cumulative impact analysis must “go beyond merely cataloguing projects and must include a helpful analysis” of all present and all reasonably foreseeable actions expected to occur within each resource category’s scope of analysis. *Muckleshoot Indian Tribe v. U.S. Forest Serv.*, 177 F.3d 800, 809–10 (9th Cir. 1999).

Remarkably, the DEIS lumps present and reasonable foreseeable future actions together, making it impossible to discern which actions are currently occurring and which actions are planned. Present actions should be discussed separately from reasonably foreseeable future actions.

—CI-05

In addition, several relevant and significant past, present, and reasonably foreseeable future actions are omitted from the cumulative impact analysis. Missing past actions include the

—CI-06

O0019

past erosion of the bank on Todd Creek near the hazardous waste landfill next to the proposed site and the dismantling and deconstruction of Bayer CropScience's wastewater treatment plant and land application system and spray fields. Missing present actions include ongoing site cleanup and remediation and bank stabilization efforts along Todd Creek, as well as ongoing private and public construction and renovation projects. See DEIS at 5-8 (referencing unspecified ongoing and future private and public construction and renovation projects). Finally, the cumulative impact analysis omits reasonably foreseeable future actions such as offshore oil and gas exploration and drilling, sea level rise, and the impacts of climate change.

CI-06

The cumulative impact analysis must be revised to include all relevant past, present, and reasonably foreseeable future actions in the area, not simply a "representative" sampling.

3. The cumulative impact analysis fails to identify the impacts of past, present, and reasonably foreseeable actions.

A cumulative impact analysis violates NEPA if it provides no detailed analysis of the impacts of the past, present, or reasonably foreseeable projects actually listed in the EIS. Kettle Range Conservation Group v. U.S. Forest Serv., 148 F. Supp. 2d 1107, 1130–31 (E.D. Wash. 2001).

a) Past Actions

NEPA requires an analysis of the present effects of past actions which are relevant and useful in analyzing the extent to which the proposed project may add to those effects.⁵⁶ In addition, the past direct and indirect effects of individual past actions should be analyzed if they are useful in predicting the direct and indirect effects of a proposed action.⁵⁷ As discussed previously, the DEIS identifies the following past actions as relevant to the cumulative impact analysis: (1) past industrial use of the project site, (2) the Camden County Kings Bay Joint Land Use Study ("Study"), and (3) the closure of St. Mary's Airport. DEIS at 5-1 to 5-2. The DEIS fails to analyze all relevant and useful effects (both past and present) of these past actions.

(1) Past Industrial Use of the Project Site

The DEIS lists the types of industrial activities that previously occurred on the project site, including ship-building, testing rockets, manufacturing military supplies and chemicals, and manufacturing pesticides. DEIS at 5-1 to 5-2. Rather than discuss (or even list) the past or

CI-07

⁵⁶ See Memorandum from James Connaughton, Chairman, Council on Environmental Quality to Heads of Federal Agencies, Guidance on the Consideration of Past Actions in Cumulative Effects Analysis 1 (June 24, 2005).

⁵⁷ See id. at 2.

O0019

present impacts of those past activities, the DEIS merely states that several historical contamination sites are present within the proposed spaceport boundary. Id. at 5-2. Presumably, the cumulative impact analysis would discuss the additional relevant past and present impacts of those past industrial uses in each resource category discussion. But a careful review of those discussions reveals just a handful of references.

In the Biological Resources section, the cumulative impact analysis states that the proposed project site “was previously disturbed from past industrial and development activities,” without explaining what those disturbance entailed. Id. at 5-5. In the Land Use section, the cumulative impact analysis simply states that because the property was historically used for industrial purposes, there would be no change in land use. Id. at 5-7. The Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks section mentions only that the resources in the area were able to accommodate fluctuations in industrial activity and corresponding populations. Id. at 5-8. In the Water Resources section, the cumulative impact analysis simply mentions that past industrial and development activities at the site have “influenced the current condition of water resources at the site,” without explaining what the current conditions are. Id. at 5-10.

CI-07

These perfunctory references to unspecified impacts do not constitute an analysis that is useful to the public or decision-makers in deciding whether, or how, to alter the program to lessen cumulative environmental impacts. Hodel, 865 F.2d at 299.

Perhaps the only section with a sufficient analysis of the effects from past industrial use at the site is the Visual Effects section. There, the cumulative impact analysis states that taller structures associated with Bayer’s industrial operations were visible and prominent from offsite viewing locations and that activities produced light emissions that were noticeable sources of sky glow and glare. DEIS at 5-9. Though brief, this discussion provides the public and decision-makers with enough information to understand the types of impacts that occurred because of past industrial activities and what types of impacts could be expected to occur because of spaceport activities. Such succinct descriptions of the actual impacts of past industrial activities should be duplicated throughout the cumulative impact analysis.

CI-07

(2) Camden County Kings Bay Joint Land Use Study

Frankly, the inclusion of the Camden County Kings Bay Joint Land Use Study as a past action is somewhat confusing. The DEIS fails to describe the present and/or past effects of the study, nor does the DEIS include the study by reference or as an appendix for decision-makers and the public to read. Although the cumulative impact analysis hints at growth, development, and naval operations throughout each resource category section, it is unclear whether those activities stem from the study or other present and reasonably foreseeable actions mentioned (or not mentioned) in the DEIS. Without knowing exactly what the study recommends or

CI-08

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anticipates, we are unable to discern how the study contributes to cumulative impacts. Furthermore, even though the study was published in 2014, it appears that any activities stemming from the study should be categorized as present or reasonably foreseeable future activities. In sum, more discussion is needed.

CI-08

(3) Closure of St. Mary's Airport

The DEIS likewise fails to discuss the past or present impacts of the closure of St. Mary's Airport. The DEIS mentions that the FAA closed the airport in September 2017 for safety and security issues associated with Kings Bay, so we can assume that some of the present impacts of the closure may be safer and more secure operations for the naval base. DEIS at 5-2. For all other impacts, we can only speculate. The cumulative impact analysis does not mention the airport closure anywhere else. Id. at 5-4 to 5-10. This lack of discussion violates NEPA.

CI-09

b) Present and Reasonably Foreseeable Actions

The DEIS also fails to discuss the direct, indirect, and reasonably foreseeable impacts of (1) Naval Submarine Base Kings Bay, (2) residential growth on Cumberland Island, (3) rezoning of St. Mary's for a potential barge port, (4) the Cumberland Island Fire Management Plan, (5) ongoing public and commercial use within the area, (6) amateur rocket launches, and (7) future roadway improvements.

(1) Naval Submarine Base Kings Bay

The DEIS asserts that "Activities at Naval Submarine Base Kings Bay are anticipated to continue and expand into the future." DEIS at 5-2. First, more clarity is needed on the types of activities that are anticipated to continue and expand. Does this mean additional construction will occur, or more employees will be hired? Will more submarines or different types of vessels be added to the fleet? Second, more discussion of those activities' impacts is required under NEPA. The only specific impacts from the naval base that are mentioned in the DEIS include the disturbance of individual animals, additional habitat loss or fragmentation, noise impacts to people and wildlife, and potential encroachment issues and compatibility issues amongst recreational users, commercial users, and the military. Id. at 5-5, 5-7, 5-8.

CI-10

While those impacts are helpful to the analysis, of particular concern is the lack of any Kings Bay discussion in the Climate; Hazardous Materials, Solid Waste, and Pollution Prevention; and Water Resources categories. The Coastal Resources section states only that "continued military requirements would affect coastal resources." Id. at 5-5. The DEIS must explain what those effects actually include so that decision-makers and the public can understand what the overall impacts of the spaceport will be when added to effects of continuing and expanded naval activities.

O0019

(2) Residential Growth on Cumberland Island

The DEIS explains that the Camden County Planning Commission has granted a variance for Cumberland Island, which will allow additional homes to be built on an 87-acre tract of land. Id. at 5-3. This future growth is mentioned only twice in the cumulative impact analysis. First, it states that “residential growth on Cumberland Island and continued development in the area have the potential for impacts on visual resources . . . , which in turn could affect Cumberland Island National Seashore.” Id. at 5-6. Second, the cumulative impact analysis states that “increases in residential growth on Cumberland Island could result in more conflicts with Spaceport operations and residents.” Id. at 5-9. Such a cursory overview of impacts is insufficient under NEPA. The cumulative impact analysis must state what the “impacts on visual resources” include, and it must explain what it means by “conflicts” between the spaceport and residents. Moreover, the cumulative impact analysis fails to mention any other reasonably foreseeable impacts of more residential growth on Cumberland Island, such as noise from construction, additional people traveling to and from the island, and impacts on biological resources from that development.

-CI-11

(3) Rezoning of St. Marys for Potential Barge Port

The DEIS states that a former industrial site has been rezoned for possible development as a logistics and industrial center and barge port. Id. at 5-3. While the cumulative impact analysis mentions a handful of general impacts from a new barge port, such as employment gains and increased noise, air pollutants, and traffic, it stops short of an adequate analysis.

-CI-12

The cumulative impact analysis should also address whether and how a barge port will impact barge traffic and shipping lanes, particularly around Cumberland Island and along the Intracoastal Waterway. In addition, given that one of the spaceport alternatives includes an ocean-landing only alternative, the DEIS should analyze whether barges that are returning the first stages of launch vehicles could dock at the St. Marys barge port instead of at the existing dock on Floyd Creek.

(4) Cumberland Island Fire Management Plan

In yet another flaw, the DEIS fails to identify what impacts the Cumberland Island National Seashore Fire Management Plan is having or will have in the spaceport’s region of influence. The DEIS describes the plan as having more active fire management strategies, such as prescribed burning, wildfire managed for resource objectives, and targeted herbicide use. DEIS at 5-3. But the cumulative impact analysis fails to elaborate on what prescribed burning, wildfire managed for resource objectives, and targeted herbicide use will do or what their goals are. Nor does it address whether launch activities would conflict with this plan. Notably, the plan

-CI-13

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is not incorporated by reference into the DEIS or provided in an appendix for review by the public or decision-makers.

The Fire Management Plan is noticeably absent from the Air Quality section of the cumulative impact analysis, even though prescribed fires and wildfires on Cumberland Island could have measurable impacts on future air quality in the region. Id. at 5-4 to 5-5. The only place the plan is mentioned is in the Land Use section, and the only listed impacts include “short-term impacts to the untrammeled quality” and the expectation for overall enhancement of the wilderness character on Cumberland Island. Id. at 5-7. The plan is mentioned nowhere else in the cumulative impact analysis, which is alarming given that fires and herbicide use on Cumberland Island would have impacts on biological resources, greenhouse gas emissions, noise, visual effects, and water resources. Fires and herbicide use could also have impacts on historical, architectural, archaeological, and cultural resources. The cumulative impact analysis completely misses its point “to provide sufficient information to alert interested members of the public to any arguable cumulative impacts involving other projects.” Fund for Animals, 448 F. Supp. 2d at 136 (quotations and alterations omitted).

CI-13

(5) Ongoing Public/Commercial Use within the Operational ROI

The DEIS also identifies some of the ongoing public and commercial uses within the operational region of influence as present and reasonably foreseeable future actions, but once again, the cumulative impact analysis fails to identify the current and future impacts of those activities. See DEIS at 5-3 to 5-10. At most, the cumulative impact analysis suggests that ongoing public and commercial uses could increase the population, potential employment, and economic growth in the area, but also create additional (and unspecified) environmental impacts and conflicts to natural resources and recreational and commercial users. Id. at 5-8 to 5-9. The cumulative impact analysis should explain how ongoing public and commercial uses within the operational region of influence are impacting or will impact each resource category.

CI-14

A separate but related concern in this section of the DEIS stems from the following statement:

Future growth around the proposed Spaceport Camden site may occur should the proposal move forward. However, there is no information at this time available to provide any specific analysis.

Id. at 5-3. As discussed previously, NEPA requires federal agencies to analyze the indirect effects of a proposed action, and indirect effects include “growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate,

O0019

and the related effects on air and water and other natural systems, including ecosystems.” 40 C.F.R. § 1508.8(b).

The DEIS may not ignore the growth-inducing effects of the spaceport simply because it does not yet have any information. If the overall costs of obtaining that information are not exorbitant, the DEIS must include that information in the DEIS. *Id.* § 1502.22(a). If the costs are exorbitant or the means to obtain the information are unknown, the FAA must include the information required in 40 C.F.R. § 1502.22(b)(1). Assuming, however, that the costs are not exorbitant, the DEIS must discuss the potential environmental effects resulting from that prospective induced growth. *N.C. Alliance for Transp. Reform, Inc. v. U.S. Dep’t of Transp.*, 151 F. Supp. 2d 661, 696–97 (M.D.N.C. 2001) (finding FEIS violated NEPA for failure to analyze potential environmental effects resulting from induced growth of project). Then, in the cumulative impact analysis, the DEIS must analyze the environmental impacts of that induced growth when combined with the impacts of other past, present, and reasonably foreseeable future actions within the area.

CI-02

(6) Amateur Rocket Launches

Unsurprisingly, the DEIS touts one recent amateur rocket launch from the spaceport site by a private spaceflight startup company in August 2017. Interestingly, the DEIS states that “[w]hether or not the Spaceport Camden is ultimately approved, amateur rocket launches may continue in the future.” DEIS at 5-4 (emphasis added). It then goes on to state that amateur rocket launch authorizations are categorically excluded from the NEPA requirements for either an Environmental Assessment or an EIS. It appears that the FAA relies on that categorical exclusion to avoid discussing the impacts surrounding past or future amateur rocket launches from the site. Such reliance violates NEPA.

CI-15

The proposed project is for the FAA to issue a launch operator license to Camden County to operate a space launch vehicle site, not to launch amateur rockets. The FAA must analyze all past, present, and reasonably foreseeable future actions that may contribute to the environmental impacts of the spaceport, which includes amateur rocket launches. Based on the DEIS, Camden County will still allow private spaceflight companies to launch amateur rockets from the site, conceivably in between other scheduled vehicle launches. Thus, the DEIS must analyze what the impacts of the amateur rocket launches are and how they will contribute to the overall impacts of the spaceport.

To that end, the FAA must provide additional information about when amateur rockets will be launched, how many amateur rockets will be launched, and what the effects of those launches will be on the resource categories listed in the cumulative impact analysis.

O0019

(7) Future Roadway Improvements

Oddly enough, the DEIS includes numerous future roadway improvement projects in the cumulative impact analysis, even though those projects will occur far from the proposed spaceport site and the region of influence. The DEIS claims the projects are included because of their potential to consume large amounts of energy or natural resources. But in fact, the Natural Resources and Energy Supply section of the cumulative impact analysis omits any discussion of the roadway projects or their impacts as they relate to the spaceport's region of influence. Sadly, it appears those projects were included only to create the illusion of completeness.

CI-16

To the extent there are any roadway improvement projects near or in the region of influence for the spaceport, the DEIS needs to take a harder look. This includes any improvements necessary to accommodate hazardous waste shipped by trucks or extra-large vehicles used for the construction and operation of the spaceport. The document should first identify the projects, then discuss the impacts of those projects on the human environment, and then analyze the incremental effect of the spaceport's impacts when added to the roadway projects' impacts.

4. The cumulative impact analysis fails to identify the overall impact that can be expected if individual impacts are allowed to accumulate.

Because the cumulative impact analysis fails to identify the impacts of past, present, and reasonably foreseeable future actions in the spaceport's region of influence, the analysis necessarily fails to inform the public and decision-makers what the overall impacts on the human environment will be when those actions' impacts are added to the spaceport's impacts. As one example of many, the Air Quality section does not discuss any of the reasonably foreseeable impacts on air quality from the St. Mary's barge port, nor does it discuss how air quality would be affected when the spaceport's impacts are added to the barge port's impacts. Rather, that section concludes, without any documented support, that emissions from other simultaneous and future projects are not likely to adversely affect regional air quality when added to the spaceport's "temporary" impacts.⁵⁸ DEIS at 5-4 to 5-5.

CI-06

⁵⁸ Remarkably, the cumulative impact analysis repeatedly dismisses the spaceport's cumulative impacts as insignificant because of the "temporary" or "short-term" or "minor" nature of the spaceport's impacts. Although some activities truly are temporary, such as construction-related activities, other activities, such as vehicle launches, cannot be described as temporary or short-term, because they would occur at least twelve times a year and have associated activities that can begin up to two weeks in advance of a launch.

O0019

To remedy this shortcoming, the FAA must revise the DEIS to include a discussion of exactly how the spaceport's impacts will affect each resource category listed in Section 5.3 (e.g., biological resources, coastal resources, etc.) when added to the direct and indirect impacts of all other relevant past, present, and reasonably foreseeable actions. Moreover, within those discussions, the FAA must truly analyze the cumulative impact, rather than simply dismiss the overall impact as “insignificant” or allude to impacts without offering details.

CI-06

The following paragraphs outline some of the additional specific concerns we have with the cumulative impact analysis for each resource category in Section 5.3, with the exception of Air Quality, which is discussed above.

Biological Resources. This section fails to identify the direct and indirect effects from past, present, and reasonably foreseeable future actions on critical habitat and threatened and endangered species within the appropriate region of influence. This section identifies only naval activities, recreational activities, and general development as other actions having potential impacts on biological resources, when numerous other actions would have impacts on biological resources, including the new barge port, additional development on Cumberland Island, planned roadway projects in the area, fire management, and seismic testing for oil and natural gas. In particular, the cumulative impact analysis must be revised to include a discussion of cumulative impacts on North Atlantic right whales and calving habitat, sea turtles, piping plovers, red-cockaded woodpeckers, and Atlantic sturgeon. Moreover, the cumulative impact analysis must be revised to consider cumulative impacts on other important species and habitats, such as shellfish, brown pelicans, and tidal saltmarsh, among others. In sum, the DEIS concludes that significant cumulative impacts on biological resources are not expected without providing a rational explanation.

CI-06

Climate. This section states that the “very minute emissions of GHGs” from the spaceport are not likely to have any impact on global climate change or sea level rise. The DEIS should be revised to include a discussion of whether this holds true in the event of a launch failure or multiple launch failures. In addition, this section notes that “sea level rise and other climatological changes such as increase in extreme weather events, may impact the Proposed Action in the coming years,” but it fails to explain how those climatological changes may impact the spaceport. The public and decision-makers need to know what those impacts on the spaceport will be in order to make an informed decision.

CL-01
CL-02
CL-05

Coastal Resources. The DEIS concludes that the spaceport would result in cumulative impacts on coastal resources when the spaceport impacts are added to impacts from other activities, but it does not explain what those cumulative impacts would be. Similarly, the FAA claims that cumulative impacts on coastal resources would be temporary, without explaining

—CO-13

O0019

how it reaches that conclusion, and then dismisses the cumulative impacts as insignificant. This conclusion is simply unsupported by any evidence or analysis.

—CO-13

Department of Transportation Act, Section 4(f). This section is deeply flawed for many of the same reasons discussed elsewhere in this comment letter. See infra Section III. Namely, the spaceport would result in a constructive use of Section 4(f) properties. The cumulative impact analysis must be revised to account for that constructive use.

SF-06

Farmlands. As mentioned previously, the DEIS fails to include aquaculture leases for clam and oyster farming as farmland. Thus, this section must be updated to include those farmlands and a true cumulative impact analysis must be conducted for those aquaculture leases.

FL-01

Hazardous Materials, Solid Waste, and Pollution Prevention. This section contradicts earlier portions of the DEIS. In Chapter 4 (Environmental Consequences), the FAA declares that the “largest potential for hazardous materials/wastes releases would occur in the event of a launch failure,” yet in the cumulative impact analysis, the FAA changes course and states that off-site impacts from disposal of spaceport generated hazardous and non-hazardous waste “would be negligible to minimal.” In the event of a launch failure, the impacts would clearly be significant, particularly when added to other actions occurring in the region, such as fire management activities on Cumberland Island. This section in particular is grossly deficient. The cumulative impact analysis must also include a discussion of hazardous waste transport to and from the spaceport via public roads, ongoing and future remediation of contaminated property on-site and adjacent to the spaceport, and ongoing clean-up, remediation, and monitoring of the neighboring hazardous waste landfill.

HW-31

Historical, Architectural, Archaeological, and Cultural Resources. The DEIS provides conclusory statements of “no cumulative impact” for certain types of actions on historical, architectural, archaeological, and cultural resources and includes vague references to some cumulative impacts of other actions without explaining what those cumulative impacts are. In general, more analysis is needed to comply with NEPA.

CR-24

Land Use. The introductory paragraph of this section contains at least one confusing sentence. It states that no other past, present, or future actions have been identified “that would have similar impacts” as the spaceport to recreational activities at Cabin Bluff, portions of the national seashore, Intracoastal Waterway users, and residents of Little Cumberland Island. NEPA does not limit the cumulative impact analysis to only those past, present, and future actions that have similar impacts as the proposed action. The cumulative impact analysis should examine all past, present, and future actions that will have impacts in the region of influence, even if they are different from the proposed action’s impacts. The purpose is to analyze the overall impact of the spaceport when added to other actions, not the overall impact of just one type of impact.

LU-12

O0019

This section's discussion on the Cumberland Island Wilderness also needs work. It relies on 'so called' "temporary" and "short-term" and "minor" impacts from spaceport operations, without elaborating on impacts from other actions other than fire management, to conclude that no adverse cumulative impacts would occur to the wilderness character of the island. But the FAA has not provided any justification or rationale for describing spaceport operations as "temporary" or "minor." Launches will occur at least 12 times a year, and associated activities can begin up to two weeks in advance. The FAA must provide a rational basis for the conclusions in this section.

WL-06
WL-24

Natural Resources and Energy Supply. The DEIS does not identify any specific past, present, or future actions that impact energy use and supply and natural resources. Rather, the section alludes to "many ongoing and future construction and renovation projects, both private and public, associated with private and economic development throughout the ROI." What are those projects, and in particular, what are the public projects? These projects should be identified and analyzed not only for this section of the cumulative impact analysis, but for all of the other resource categories. The DEIS should also provide evidence for the conclusion that new facilities constructed over time will be more energy efficient.

NR-07

Noise and Noise-Compatible Land Use. The DEIS briefly references the noise impacts of spaceport construction and operations, and nothing more. It again relies on the "temporary" and "short-term" nature of noise impacts during operations, and concludes that cumulative noise impacts would be short-term and temporary. But the cumulative impact analysis does not identify any other past, present, or future actions that have noise impacts or explain what those impacts are. In short, there is no rational basis for the conclusion of short-term and temporary cumulative

NC-35

Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks. The DEIS impermissibly focuses solely on socioeconomics. The cumulative impact analysis contains no discussion of environmental justice issues and children's health and safety. The FAA must revise the DEIS to include an analysis of how other past, present, and future actions have impacted or will impact environmental justice and children's issues. Without such discussion, the FAA cannot rationally conclude that the spaceport's impacts will not have adverse effects on low-income or minority communities or children's health and safety.

SO-22

Visual Effects. This section fails to make a conclusion on cumulative impact. It notes that the "visual changes of the new spaceport are within the historic footprint of anthropogenic change. Nonetheless, the visibility of the proposed structures and associated lighting is not congruous with the goals for sensitive viewsheds" of the national seashore and the NPS goals for maintaining a dark sky environment. From there, the DEIS stops short. It should then conclude that the spaceport, when added to light pollution from Kings Bay and other past, present, and

VE-50

O0019

reasonably foreseeable future actions, would have an adverse cumulative effect on visual effects. The included discussions on minimizing those impacts should be addressed in the mitigation section of the DEIS.

-VE-50

Finally, the Water Resources section completely misses the mark. For surface waters and wetlands, the cumulative impact analysis considers only land-disturbing impacts from

that no other past, present, or future actions have been identified in the ROI that will move earth. Notably missing is the bank stabilization project for Todd Creek near the hazardous waste landfill and the hazardous waste landfill itself, both of which are likely to impact surface waters. And many other non-land disturbing activities can impact water resources. The analysis omits expanded naval operations, the St. Marys barge port, and increased development on Cumberland Island, which will all result in more water vessel traffic and associated impacts to surface waters.

WR-0X

Moreover, the ROI is subject to hurricanes and storm surges, especially considering changing weather patterns and rising seas. Portions of the spaceport itself are located within the 100-year and 500-year floodplains. Coastal flooding can cause extremely adverse impacts to including sediment. The cumulative impact analysis impacts of the spaceport in this context when added to other actions.

WR-0X

For groundwater, the DEIS considers only groundwater use. The FAA should analyze groundwater quality in the region of influence, not just groundwater use. This is particularly important because of the historical contamination of the proposed spaceport property. Decision-makers and the public should be made aware of any groundwater contamination on the property, the potential for spaceport operations to contribute to that contamination, and the potential for other actions to contribute to groundwater quality concerns.

WR-03

WR-07

WR-18

F. The DEIS's discussion of potential mitigation measures is inadequate and lacks necessary detail.

The DEIS also falls short in its discussion of mitigation. Under NEPA, an EIS must include “a detailed explanation of specific measures which will be employed to mitigate the adverse impacts of a proposed action.” Methow Valley, 490 U.S. at 353; see also 40 C.F.R. § 1508.25.⁵⁹ The “discussion of potential mitigation measures in an EIS must include sufficient detail to ensure that environmental consequences have been fairly evaluated.” Nat'l Parks

⁵⁹ Other statutes, including the Endangered Species Act, the National Historic Preservation Act, and the Department of Transportation Act, Section 4(f) likewise include various requirements for mitigation measures. The DEIS lacks sufficient details to meet those legal obligations as well.

O0019

Conservation Ass'n v. Jewell, 965 F. Supp. 2d 67, 75 (D.D.C. 2013). “[O]mission of a reasonably complete discussion of possible mitigation measures would undermine the ‘action-forcing’ function of NEPA” and would prevent both the agency and the public from properly evaluating the severity of the adverse effects. Methow Valley, 490 U.S. at 352 (1989). Without such a discussion, neither the agency nor other interested groups and individuals can properly evaluate the severity of the adverse effects. Id.

FAA guidance documents also require robust consideration of mitigation throughout the planning and NEPA processes. An FAA EIS must discuss mitigation in “sufficient detail to disclose that the environmental consequences have been fairly evaluated.”⁶⁰ Mitigation should not be addressed after the fact, but should be incorporated “into project design (e.g., by modifying the project) to avoid and minimize environmental impacts.”⁶¹ Further, the mitigation discussion should include: design and construction actions to avoid or reduce impacts; management actions that reduce impacts during operation of the facility; and replacement, restoration (reuse, conservation, preservation, etc.), and compensation measures.⁶² Council on Environmental Quality guidance further explains that an EIS must also discuss the likelihood that potential mitigation measures will actually be implemented.⁶³

The DEIS’s mitigation discussion falls well short of these requirements. The DEIS identifies a wide variety of potential mitigation measures at a cursory level and also identifies areas where mitigation is “recommended” or “could be included.” The vast majority of these potential mitigation measures are identified in Chapter 4 (Environmental Consequences). But few of these measures are actually discussed in Chapter 6 (Mitigation), and few, if any, are discussed in sufficient detail anywhere in the DEIS “to ensure that the environmental consequences have been fairly evaluated.” The DEIS includes no discussion of the likelihood that any identified mitigation measures will be implemented or the extent to which they will be successful at mitigating adverse impacts.

MT-03

⁶⁰ FAA Order 1050.1F (July 16, 2015) at 7-5, available at https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050_1F.pdf.

⁶¹ Id. at 2-3.6.

⁶² Id. at 7-5.

⁶³ Forty Most Asked Questions Concerning CEQ’s National Environmental Policy Act Regulations, 46 C.F.R. § 18026, Question 18b (March 23, 1981).

O0019

As a perfect example, in Chapter 4, the Biological Resources section identifies approximately 20 different mitigation measures, including but not limited to conducting species surveys and establishing habitat avoidance marks, developing a Lighting Management Plan, following the National Bald Eagle Management Guidelines, following the Georgia Power Avian Protection Plan, creating a Hazardous Materials Emergency Response Plan, implementing erosion and stormwater control best management practices, conducting construction during daylight only, establishing a 25-foot buffer along all creeks, following unspecified conservation measures from the missing NMFS concurrence, and briefing launch personnel about avoiding sensitive habitats. DEIS at 4-6 to 4-20. Yet only a handful of these measures are included in Chapter 6 (conducting species surveys, the Lighting Management Plan, and the National Bald Eagle Management Guidelines). And when they are mentioned, they lack sufficient detail. For example, the discussion of the Lighting Management Plan simply states that such a plan will be developed to minimize “to the extent possible visibility of facility glow, sky glow, or direct light to wildlife.” Id. at 6-2. While NEPA does not require mitigation plans be completed prior to completion of an EIS, the EIS must nevertheless include sufficient detail about those plans to inform decision-makers and the public. Thus, the DEIS must highlight the specific measures the Lighting Management Plan would include, such as using certain color spectrums, pointing lights downward, or allowing only certain lights to stay on all night. In addition, the DEIS must discuss the likelihood that this plan will be implemented and the extent to which it will actually mitigate adverse impacts to biological resources.

MT-12

Examples of other potential mitigation measures that must be discussed more thoroughly in the DEIS include:

- Limiting the size of launch vehicles to mitigate various impacts, including noise and visual impacts;
- Limiting the number of launches to mitigate various impacts, including access restrictions, noise, and visual impacts;
- Limiting the trajectory of launches to mitigate various impacts, including access restrictions, noise, and visual impacts;
- Limiting nighttime launches to mitigate visual and other impacts;
- Use of non-reflective materials and matching colors to limit visual impacts;
- Creation of a hurricane plan to secure hazardous materials and equipment;
- Seasonal restrictions on water-dependent construction and launch activities to minimize impacts on wildlife;
- Discussion of measures to minimize the risk of hazardous waste spills;
- Measures to minimize impacts to unique farmlands, including aquaculture; and
- Measures to protect the site from flooding due to storm surges and sea level rise.

MT-17

O0019

In sum, the DEIS must discuss all reasonable mitigation measures for the spaceport, their potential to minimize the impacts of this project, and the likelihood they will be implemented. Without this analysis, the DEIS's discussion of mitigation falls short of what NEPA requires. To the extent other statutes also require mitigation, those standards must also be met.

III. The DEIS violates Section 4(f) of the Department of Transportation Act.

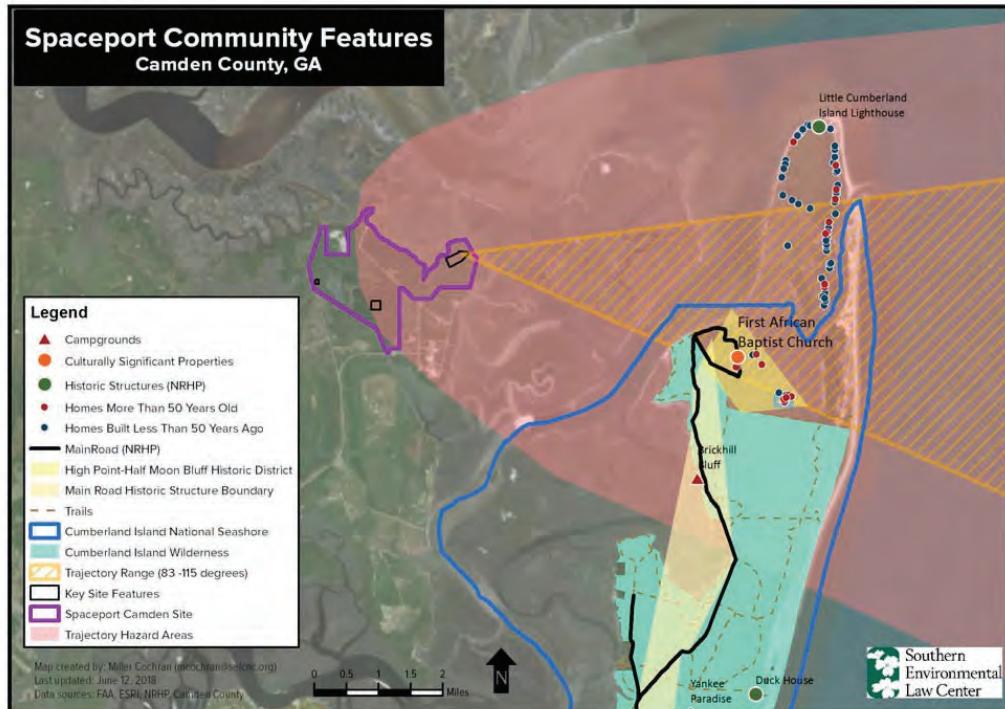
Section 4(f) of the Department of Transportation Act restricts federal transportation agencies' ability to use the publicly owned land of a park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance. These areas may be used only if:

- (1) there is no prudent and feasible alternative to using that land; and
- (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

49 U.S.C.A. § 303(c). This obligation shall not be taken lightly. The existence of Section 4(f) "indicates that protection of parkland was to be given paramount importance." Citizens to Pres. Overton Park, Inc. v. Volpe, 401 U.S. 402, 412–13, (1971), abrogated on other grounds by Califano v. Sanders, 430 U.S. 99 (1977). Section 4(f) differs from NEPA in that it "imposes substantive restraints on an agency's action," whereas NEPA merely prohibits uninformed actions. Defs. of Wildlife v. N.C. Dep't of Transp., 762 F.3d 374, 398 (4th Cir. 2014).

"A feasible alternative [under Section 4(f)] is one that is compatible with sound engineering and a prudent alternative is one that does not present unique problems, that is, an alternative without truly unusual factors so that the cost or community disruption would reach extraordinary magnitudes." Monroe Cty. Conservation Council, Inc. v. Volpe, 472 F.2d 693, 700 (2nd Cir. 1972) (internal citations omitted). Section 4(f) properties cannot be used for a transportation project, including a spaceport, "unless a prudent person, concerned with the quality of the human environment, is convinced that there is no way to avoid doing so." Id.

O0019



The DEIS contains a screening analysis to identify Section 4(f) properties that could be directly or constructively used by Spaceport Camden. Eight parks and recreational areas eligible for Section 4(f) protection were identified.⁶⁴ DEIS at 3-35. This screening process focused, however, only on noise and light impacts, and failed to consider the constructive use of the 4(f) properties by excluding the public during launch and related events.⁶⁵

SF-06

The potential for constructive use to occur as a result of closures or restricted access to parks and recreational areas is not evaluated in this analysis. This is because sufficient information about individual launches that may take place at the proposed launch site is not yet available. The need for, and extent and duration of closures can be ascertained only when a number of

⁶⁴ Cumberland Island National Seashore, Jekyll Island State Park, Crooked River State Park, Harriet's Bluff Community Park, Coastal Georgia Greenway, Blythe Island County Park, Fort Clinch State Park, and Egan's Creek Greenway.

⁶⁵ This exclusion also constitutes temporary occupancy, but the DEIS dismisses this type of Section 4(f) use.

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important launch variables are known. These include, among other factors, the time of launch, the trajectory of the launch, and the specific type and payload of the launch vehicle. At the time when individual launch licenses are applied for, FAA will evaluate the potential for restrictions in access and closures for parks and recreational areas that qualify for protection under Section 4(f) to result in a constructive use of the properties.

DEIS at 4-29. Using this rationale, the DEIS reached a “preliminary determination” that the proposed facility would not result in the use of any Section 4(f) properties. DEIS at 18. This approach violates Section 4(f) in a number of respects.

SF-06

First, courts have consistently ruled that a Section 4(f) analysis cannot be “phased” to segment and compartmentalize the impacts of a project. Defs. of Wildlife, 762 F.3d at 400 (holding Secretary of Transportation “may not reduce the number of prudent and feasible alternatives that are available by fragmenting the evaluation and approval of a single project into separate parts. Instead, the Secretary must evaluate each project as a whole, not phase-by-phase.”); see also N. Idaho Cnty. Action Network v. U.S. Dep’t of Transp., 545 F.3d 1147, 1159 (9th Cir. 2008) (“[A]n agency is required to complete the § 4(f) evaluation for the entire Project prior to issuing its ROD.”); Valley Cnty. Pres. Comm’n v. Mineta, 373 F.3d 1078, 1087–88 (10th Cir. 2004) (“Section 4(f) regulations clearly require the FHWA to make the requisite Section 4(f) evaluations prior to issuing an ROD approving a proposed construction project.”); Benton Franklin Riverfront Trailway & Bridge Comm. v. Lewis, 701 F.2d 784, 788–89 (9th Cir. 1983) (criticizing agency for failing to complete Section 4(f) analysis earlier); Corridor H Alternatives, Inc. v. Slater, 166 F.3d 368, 372 (D.C. Cir. 1999) (Requiring completion of 4(f) process before issuing a record of decision). In short, the “preliminary determination” approach relied upon in the DEIS is plainly unlawful.

The FAA is impermissibly circumventing Section 4(f)’s protections in a number of ways by relying on a preliminary determination and deferring the substantive analysis until after the proposed spaceport is built. First, the FAA is avoiding considering any alternatives to the current launch site proposal, including alternative launch sites, site designs, or site configurations. Further, the FAA cannot meaningfully consider the cumulative impacts of the proposal on a launch-by-launch basis. These are the precise reasons why the “phased” approach adopted in the DEIS has been consistently and repeatedly rejected by the courts.

SF-06

Second, the FAA’s approach effectively reverses the relationship between the proposed launches and the Section 4(f) analysis. Under the second element of the Section 4(f) test, the FAA is required to conduct “all possible planning” to minimize the harm resulting from the use. Department of Transportation regulations explain that “all possible planning means that all reasonable measures identified in the Section 4(f) evaluation to minimize harm or mitigate for

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adverse impacts and effects must be included in the project.” 23 C.F.R. § 774.17.⁶⁶ Here, the FAA states that the Section 4(f) analysis cannot be conducted until important launch variables (such as the time of launch, the trajectory of the launch, and the specific type and payload of the launch vehicle) are known. Yet these are precisely the types of variables that should be considered in the “all possible planning” portion of the Section 4(f) analysis. The FAA should be considering these variables, and determining what restrictions need to be imposed to minimize harm or mitigate for adverse impacts. Instead of allowing the range of potential launches to define the Section 4(f) analysis, the statutory analysis should define what, if any, launches are permissible at this site.

SF-06

Finally, the lack of detail regarding specific launches does not prevent the FAA from performing the Section 4(f) analysis. In fact, the information necessary to perform the Section 4(f) analysis is known or is required to be assumed. For example, launches from the proposed spaceport would require public access limitations on some or all of the Section 4(f) properties, which would require a finding of constructive use under 23 C.F.R. § 774.15(e)(3). Given such a finding, the FAA can perform an alternatives analysis to determine if any prudent and feasible alternatives exist. And to the extent that precise information is not currently available, the DEIS should have considered the potential closure areas based on the representative rockets. This approach was used elsewhere in the DEIS and could have been used for the Section 4(f) analysis. The DEIS cannot defer consideration of this issue as some form of informal tiering, because the unavailable information is not contingent upon finalizing the design of the project and because there is no ability to revisit the inadequate analysis when the missing information becomes available. *Merritt Parkway Conservancy v. Mineta*, 424 F. Supp. 2d 396, 421 (D. Conn. 2006) (citing *Corridor H Alternatives, Inc. v. Slater*, 166 F.3d 368, 373 (D.C. Cir. 1999)).

SF-06

Even if the DEIS concludes that there are no feasible alternatives to avoid impacting Cumberland Island and the other Section 4(f) properties, it still must examine whether “all possible planning” has been conducted to minimize the impacts to those properties. The phrase “all possible planning” has a specific, context-dependent meaning set forth in 23 C.F.R. § 774.17. The process for implementing this meaning is further clarified in FAA guidance documents.⁶⁷ The DEIS does not contain any of the required planning described in the regulation and the guidance.

⁶⁶ 23 C.F.R. § 774 *et seq.* contains Federal Highway Administration and Federal Transit Administration regulations. FAA guidance states that these regulations are not binding on FAA but may be used as guidance to the extent relevant to aviation. Order 1050.F1 Desk Reference.

⁶⁷ Order 1050.F1 Desk Reference at 5-10.

O0019

The Section 4(f) analysis contained in the DEIS is incomplete and fails to meet the minimum standards set forth in statute, regulations, and guidance documents. However, it is clear that operation of the proposed launch facility will result in substantial constructive and/or actual use of a number of Section 4(f) properties. Possible impacts include noise, vibration, light, and public access restrictions. A Record of Decision for the proposed project cannot be lawfully issued until a complete Section 4(f) analysis is completed and the public is provided the opportunity to review and comment on this document.

SF-06

IV. The DEIS violates the Endangered Species Act.

Section 7 of the Endangered Species Act (ESA) directs all federal agencies, in consultation with the U.S. Fish and Wildlife Service or the National Marine Fisheries Service, as appropriate, to “insure that any action authorized, funded, or carried out by such agency (hereinafter . . . referred to as an ‘agency action’) is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of [critical] habitat of such species.” 16 U.S.C. § 1536(a)(2).

Agency actions subject to this requirement include “all activities or programs of any kind authorized, funded, or carried out, in whole or in part” by the agency, and “actions directly or indirectly causing modifications to the land, water, or air.” 50 C.F.R. § 402.02. The action area includes “all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action.” *Id.* The determination of the scope of an “action area” requires application of scientific methodology. *Native Ecosystems Council v. Dombeck*, 304 F.3d 886, 902 (9th Cir. 2002).

Action agencies, as part of their duties under section 7(a)(2) of the ESA, must engage in consultation with the appropriate Service whenever their actions “may affect” a listed species. 16 U.S.C. § 1536(a)(2); 50 C.F.R. § 402.14(a). To fulfill this requirement, an agency must obtain a list of all threatened or endangered species that may be present in the action area and determine whether the proposed project “may affect” those species. 16 U.S.C. § 1536 (c)(1); 50 C.F.R. § 402.12. “Any possible effect, whether beneficial, benign, adverse, or of an undetermined character, triggers the formal consultation requirement . . .” 51 Fed. Reg. 19,926, 19,949 (Jun. 3, 1986).

Effects determinations must be based on the sum of the direct, indirect, and cumulative effects of the action, added to the environmental baseline and interrelated and interdependent actions. 50 C.F.R. § 402.02 (defining “effects of the action”). If the action agency determines that the action may affect but is not likely to have an adverse effect, the action agency may complete informal consultation rather than formal consultation. *See id.* § 402.12(k)(1). To complete informal consultation, the action agency must prepare a biological assessment and obtain written concurrence from the Service that the action is not likely to adversely affect listed

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species or critical habitat. Id. § 402.13(a). To complete formal consultation, the Service must provide the action agency with a biological opinion, explaining how the proposed action will affect the listed species or critical habitat, together with an incidental take statement and any reasonable and prudent measures necessary to avoid jeopardy. 16 U.S.C. § 1536(b); 50 C.F.R. § 402.14(g)–(i).

Throughout the consultation process, both the action agency and the Service “shall use the best scientific and commercial data available.” 16 U.S.C. § 1536(a)(2). An action agency’s determination that the proposed action will have “no effect” on listed species and designated critical habitat is judicially reviewable under the APA and will not be upheld if it is arbitrary and capricious. See W. Watersheds Projects v. Kraayenbrink, 632 F.3d 472, 481, 495–97 (9th Cir. 2010) (rejecting BLM finding that grazing regulations would have no effect on listed species and critical habitat).

Here, the FAA has initiated informal consultation with both FWS and NMFS, based on its conclusions that the proposed spaceport “may affect but is not likely to adversely affect” certain ESA-listed species and critical habitat and that the spaceport will have no effect on other ESA-listed species and critical habitat. These conclusions are arbitrary.

First, as discussed previously in these comments, the FAA has failed to sufficiently analyze the direct, indirect, and cumulative effects of the spaceport on ESA-listed threatened and endangered species. Because the FAA has not conducted species surveys on the spaceport property, expanded the regions of influence for listed species in its cumulative impact analysis, or adequately considered the impacts of climate change and sea level rise on listed species, it has not based its effects determinations on “the best scientific and commercial data available.” 16 U.S.C. § 1536(a)(2). Thus, its effects determinations are arbitrary and capricious.

Second, the FAA attempts to justify its effects determinations by relying on mitigation and conservation measures. But as previously discussed, the DEIS’s treatment of mitigation measures is insufficient. Critically, the DEIS fails to discuss whether the specific mitigation measures identified will be sufficient to protect endangered and threatened species and prevent destruction and degradation of critical habitat. See Alliance for the Wild Rockies v. Tidwell, 2009 WL 10701951, *7 (D. Montana 2009) (finding “not likely to adversely affect” determination was arbitrary because action agency failed to discuss sufficiency of mitigation measures).

Third, the FAA’s “no effect” determinations for piping plover, red knot, loggerhead sea turtle, Atlantic sturgeon, and North Atlantic right whale critical habitat are arbitrary because they run counter to the evidence. The FAA based its “no effect” determination on the unlikelihood of launch and landing failures to occur. But there were seven launch failures across the globe in 2016 and 2017 combined, along with additional testing accidents that resulted in the loss of

BR-29

BR-23
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vehicles and payloads.⁶⁸ In 2017, the overall failure rate across the globe also increased to 6.7 percent, which is above the range of 2.5 to 6 percent listed in the DEIS.⁶⁹ At some point, a rocket will explode at proposed Spaceport Camden.

The FAA must re-evaluate the direct, indirect, and cumulative impacts on all ESA-listed species to determine whether the spaceport “may affect” listed species or their critical habitat. Given the grave and real potential for launch and landing failures, the most likely outcome of that analysis is a “may affect” determination, which would require formal consultation with both FWS and NMFS.

BR-46

V. We reserve the right to submit supplemental comments when open records documents are provided.

We requested additional information regarding this project from both the FAA and Camden County under the applicable open records laws in early March 2018. Under the statutory deadlines provided in those statutes, the requested documents should have been provided with sufficient time for them to be considered before submitting these comments. However, citing exemptions and/or delay, those documents have not been provided. The FAA, in particular, responded to our Freedom of Information Act request on March 20, 2018, asserting that it needed to extend the response due date by a minimum of 10 working days to search for and collect records. Despite additional inquiries, the FAA has not provided any responsive documents or updates to our request. Therefore, we expressly reserve the right to supplement these comments with additional information contained in the requested documents upon receipt.

NP-75

VI. Conclusion

For the reasons set forth above, the DEIS contains fatal flaws and cannot be finalized in its current form. The FAA must acknowledge the deficiencies in the DEIS, as discussed in these comments, and issue a revised DEIS for public comment. Alternatively, the FAA must issue a supplemental DEIS for public comment.

PI-06

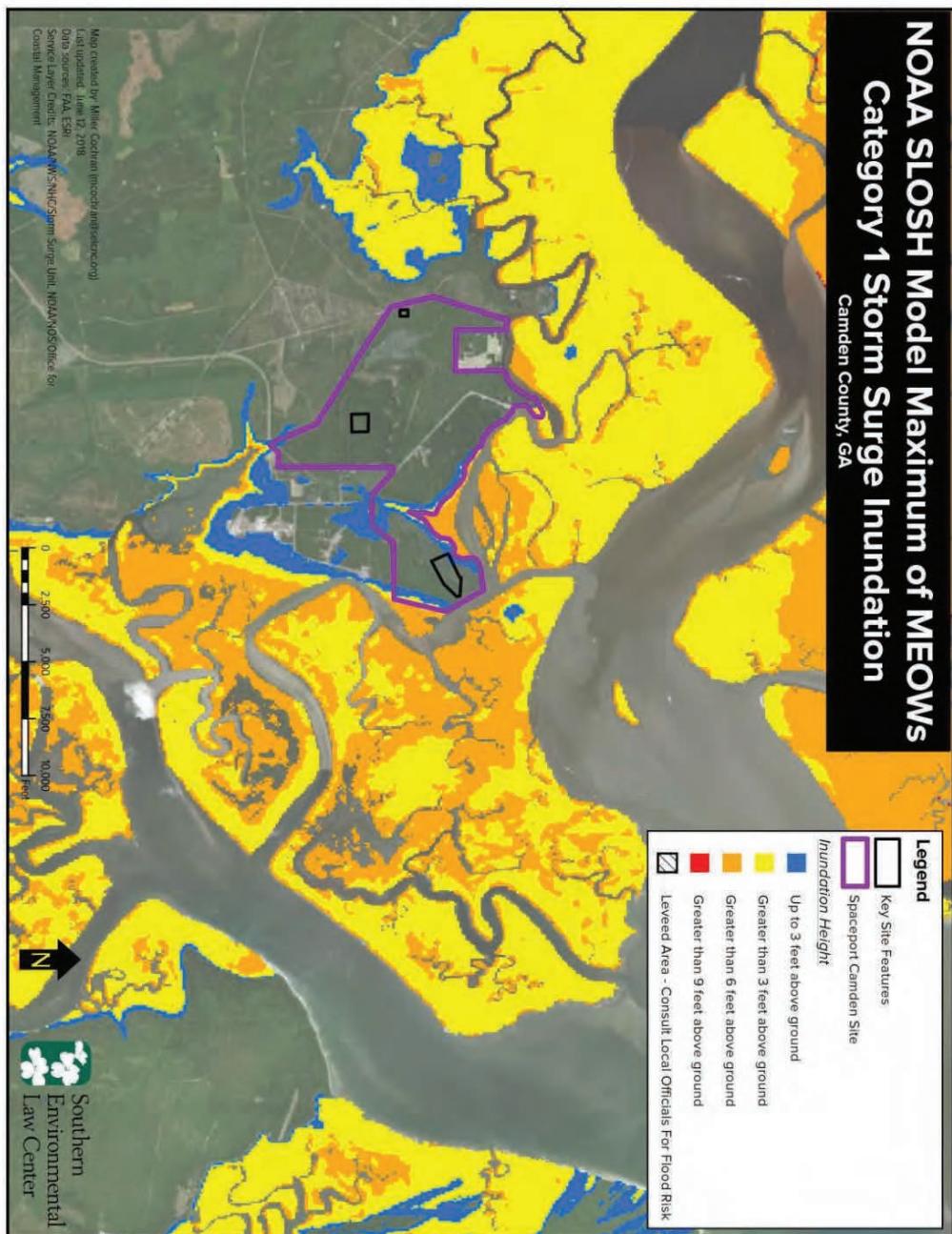
⁶⁸ <http://spaceflight101.com/2016-space-launch-statistics/>; <http://spaceflight101.com/2017-space-launch-statistics/>.

⁶⁹ <http://spaceflight101.com/2017-space-launch-statistics/>.

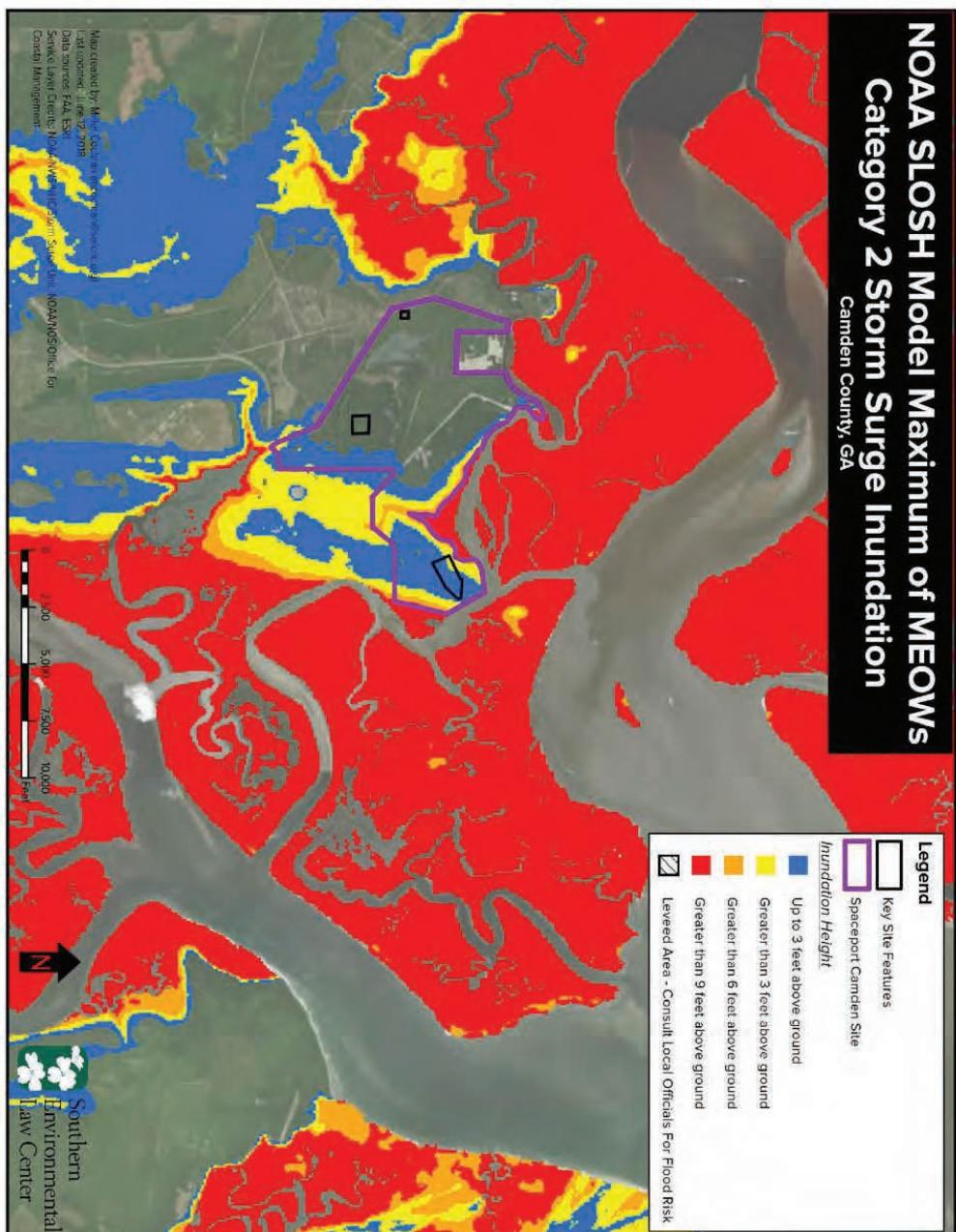
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ATTACHMENT 1

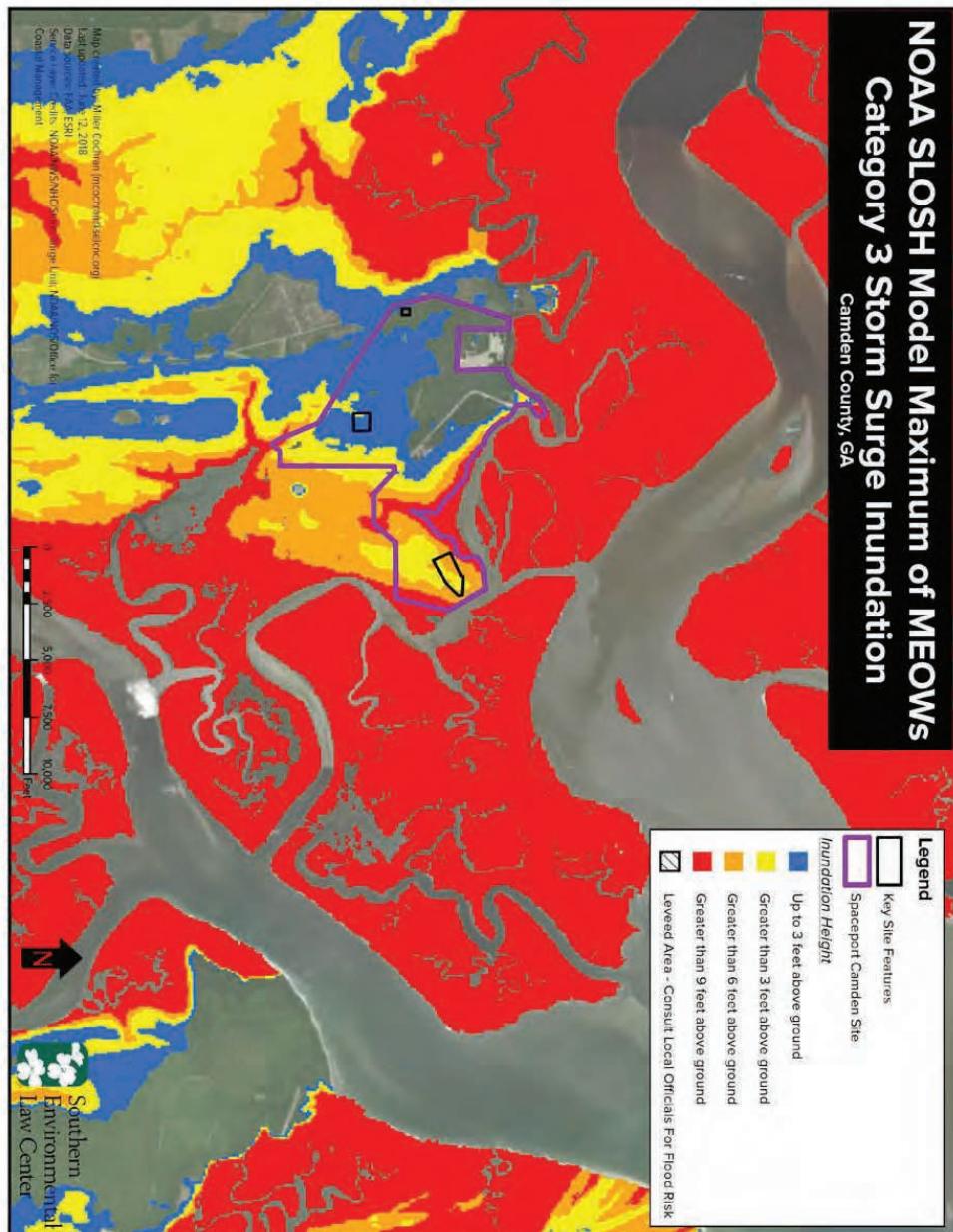
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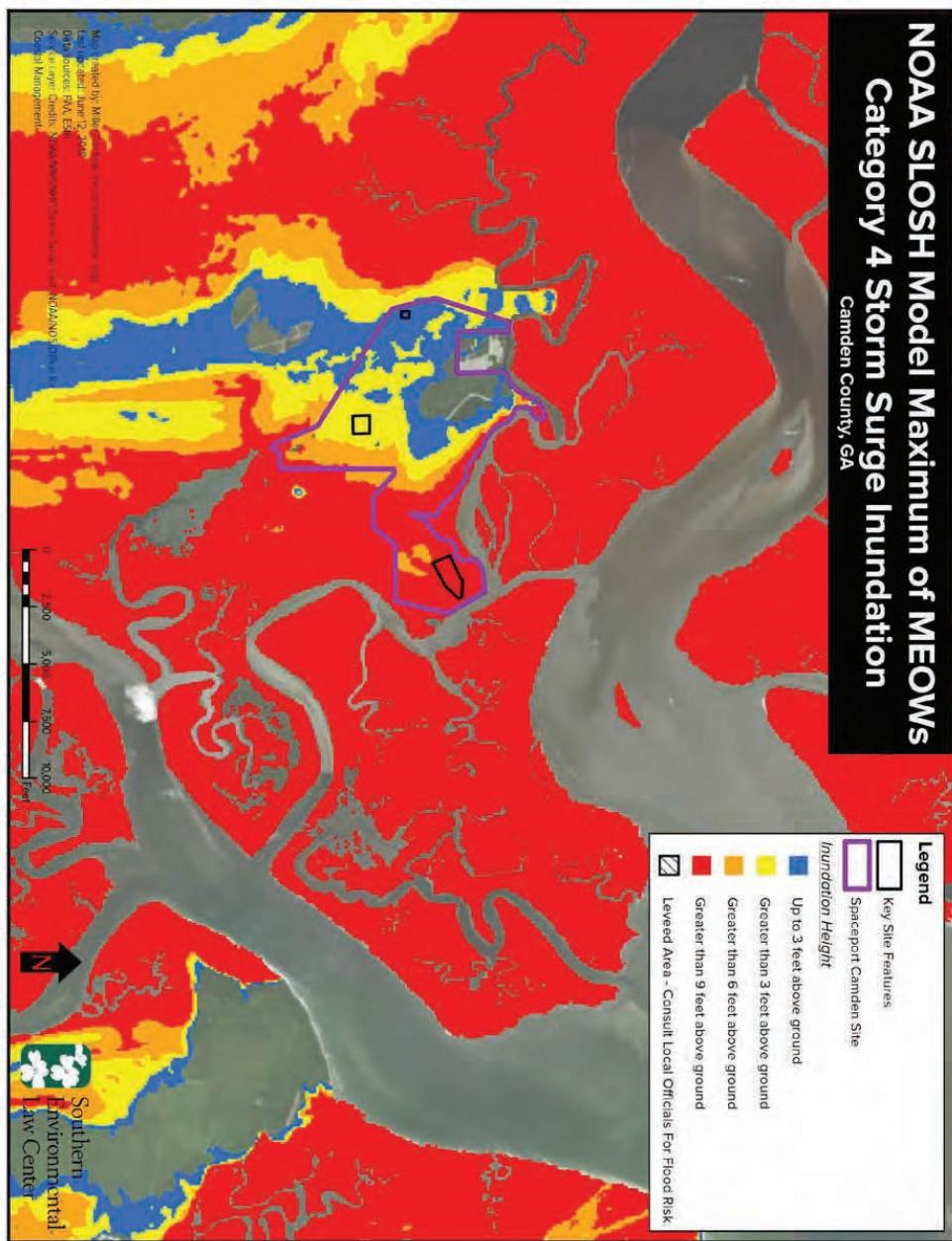
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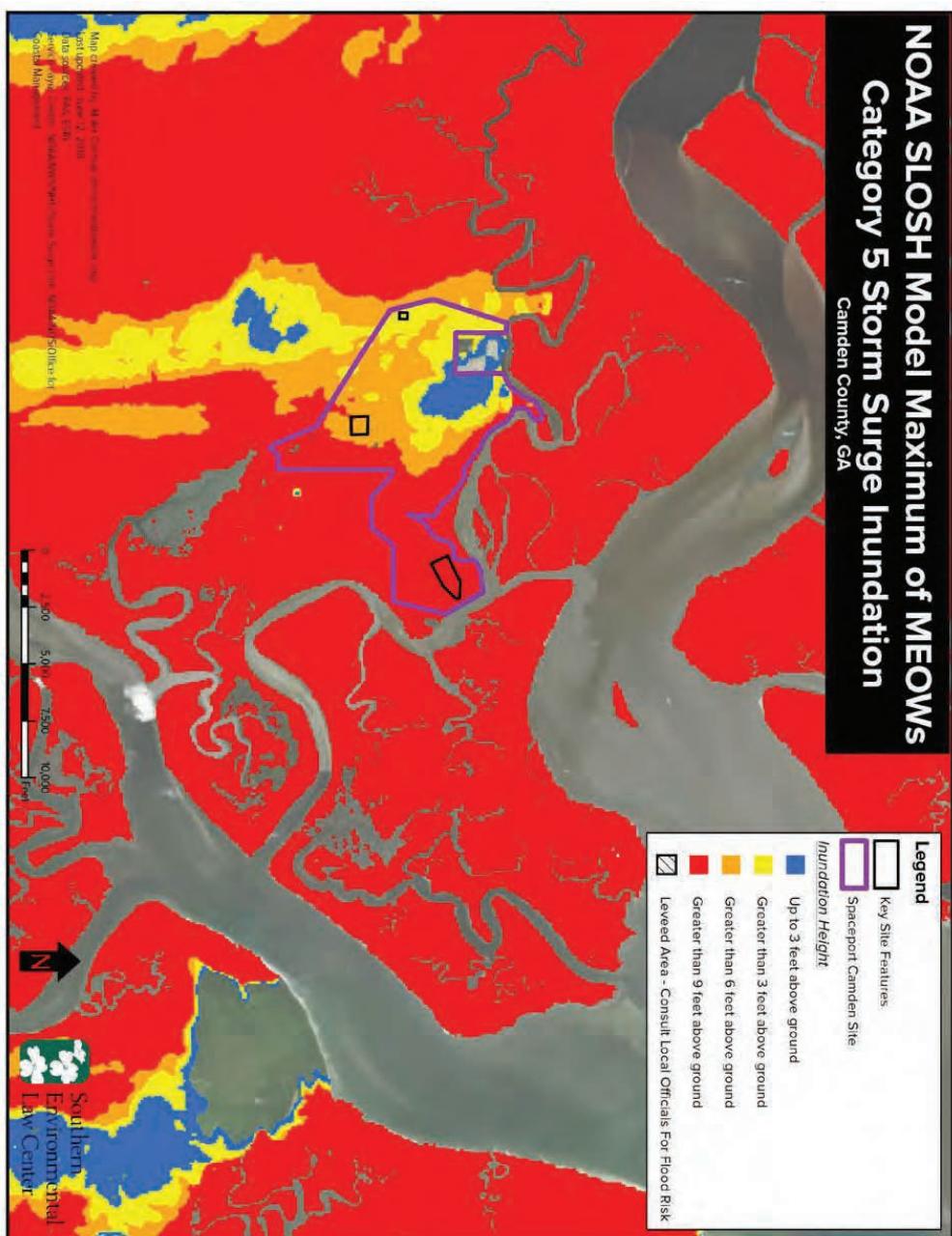
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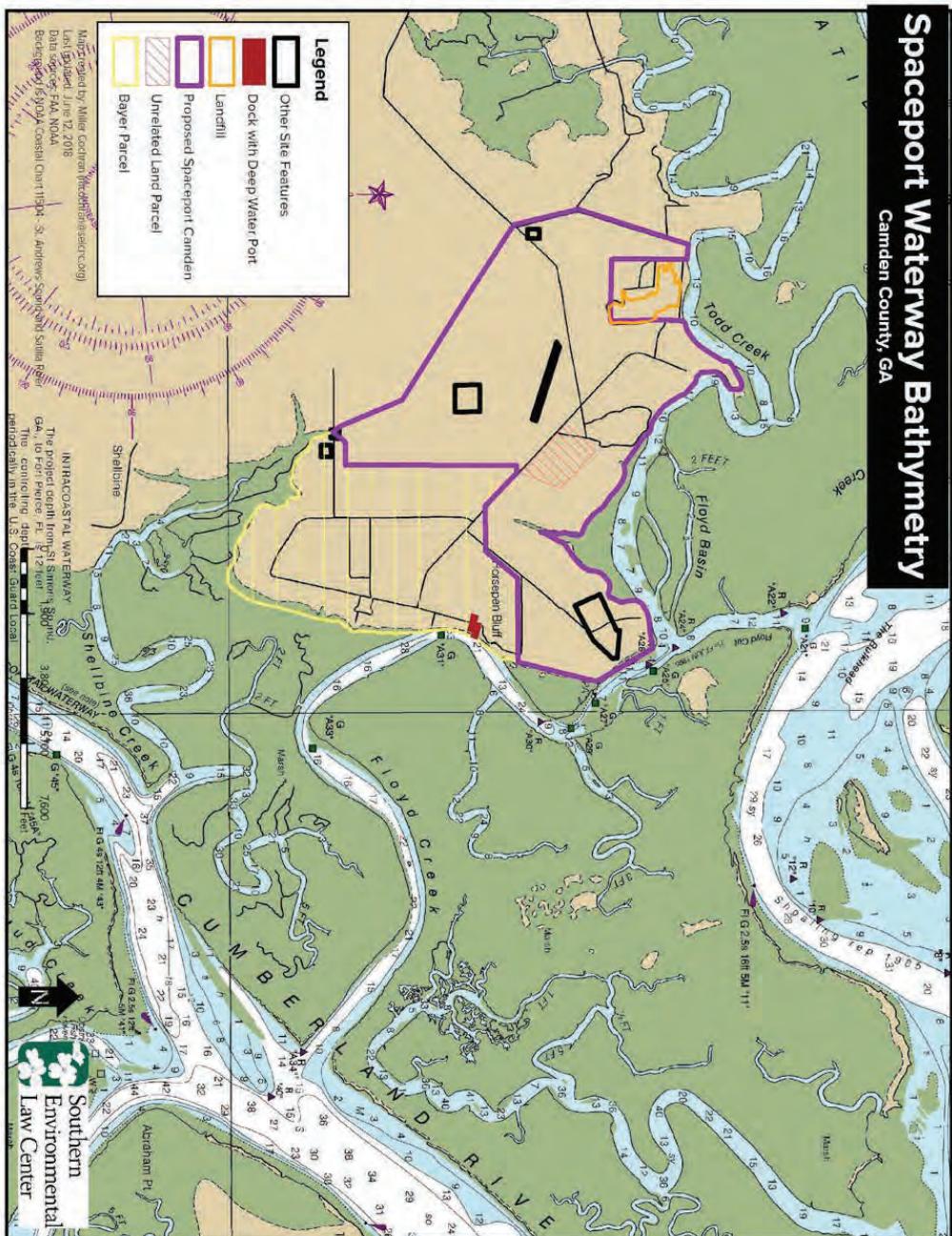
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ATTACHMENT 2

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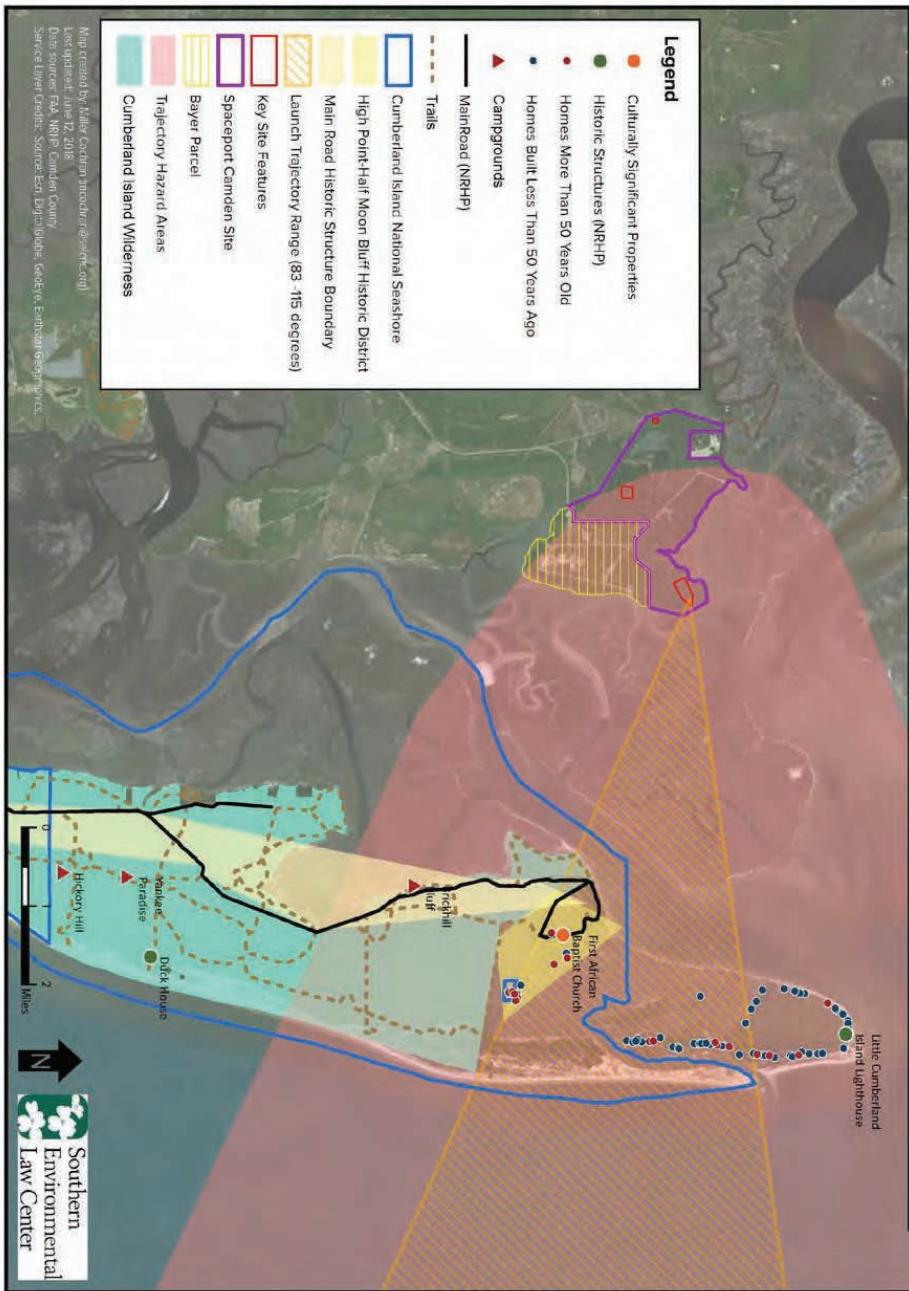
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ATTACHMENT 3

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Spaceport Impact on Important Cultural and Community Resources

Camden County, GA



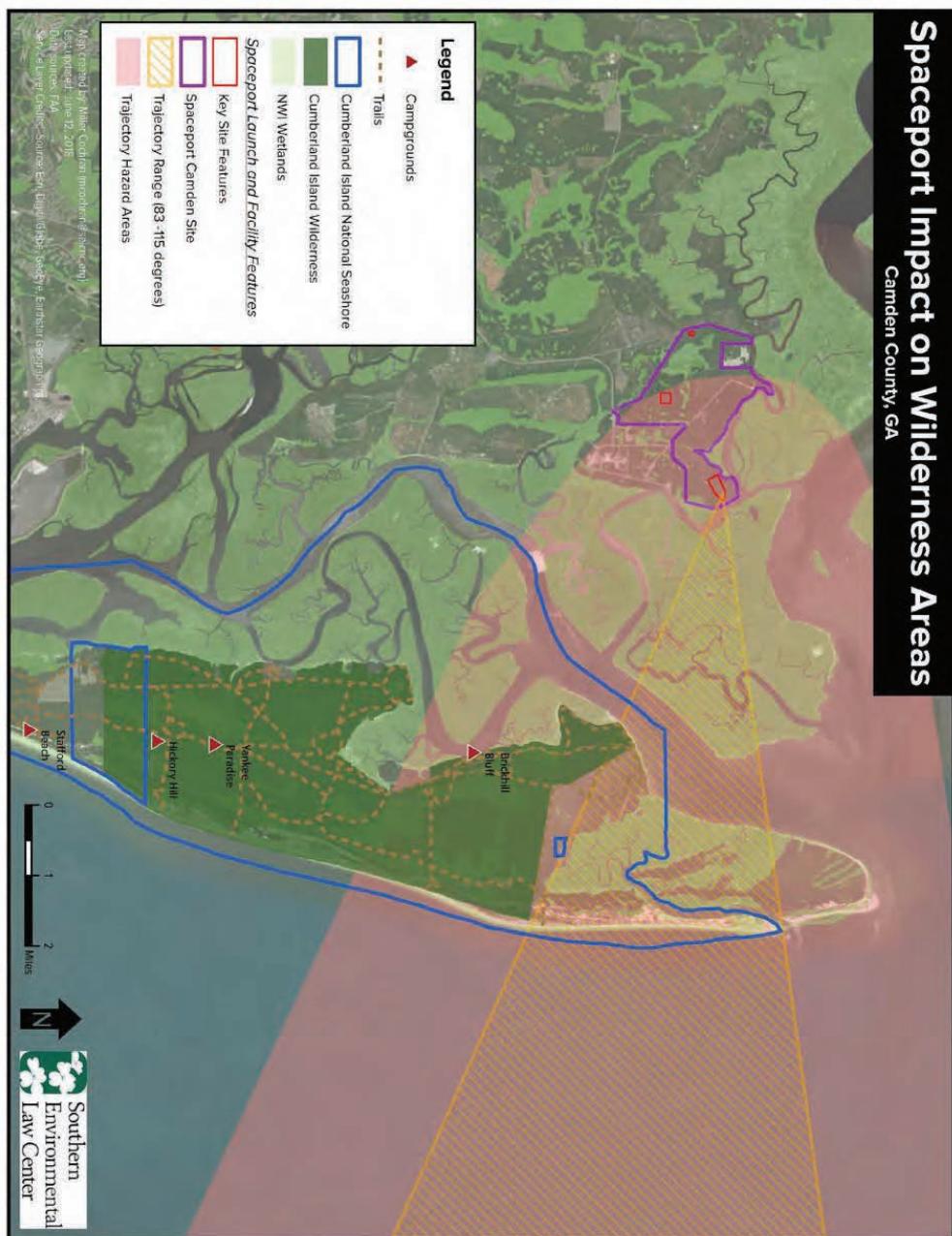
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ATTACHMENT 4

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Spaceport Impact on Wilderness Areas

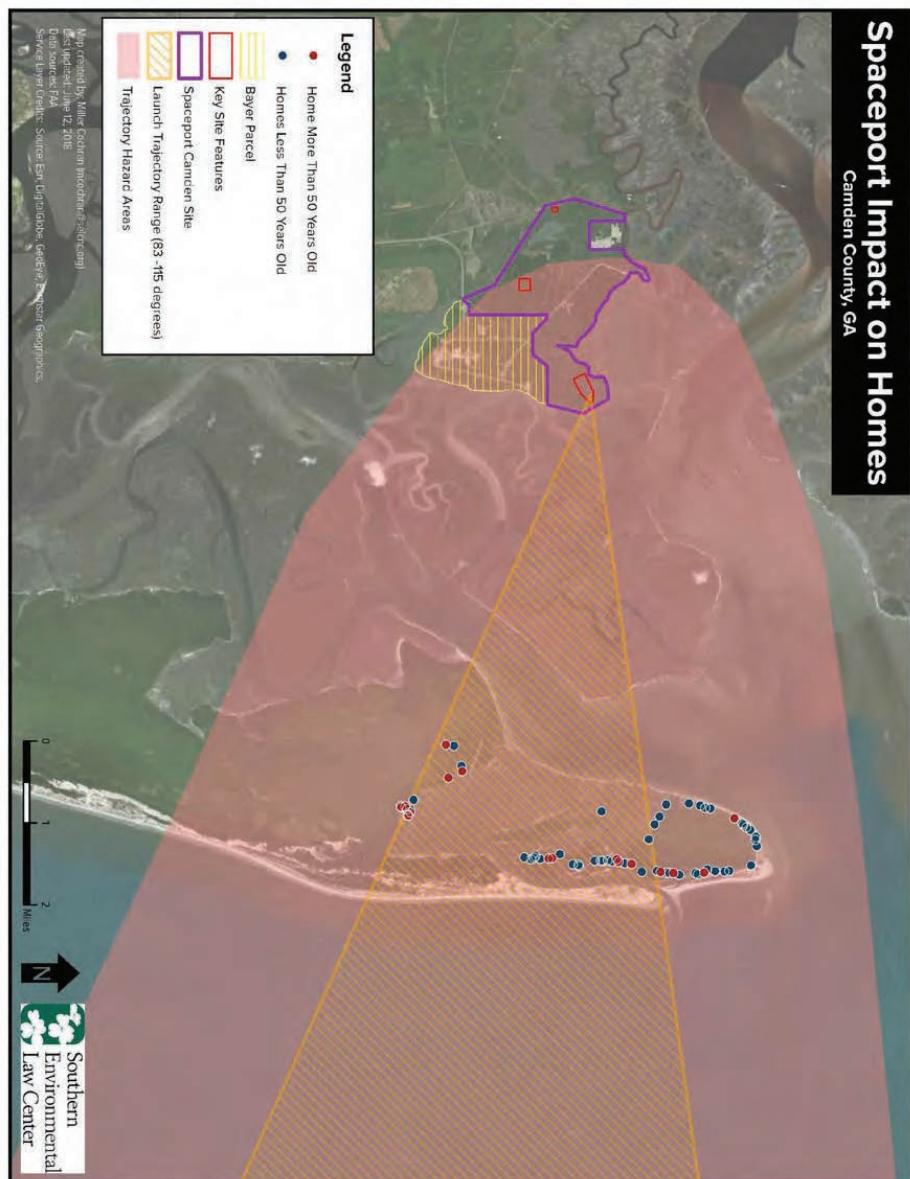
Camden County, GA



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ATTACHMENT 5

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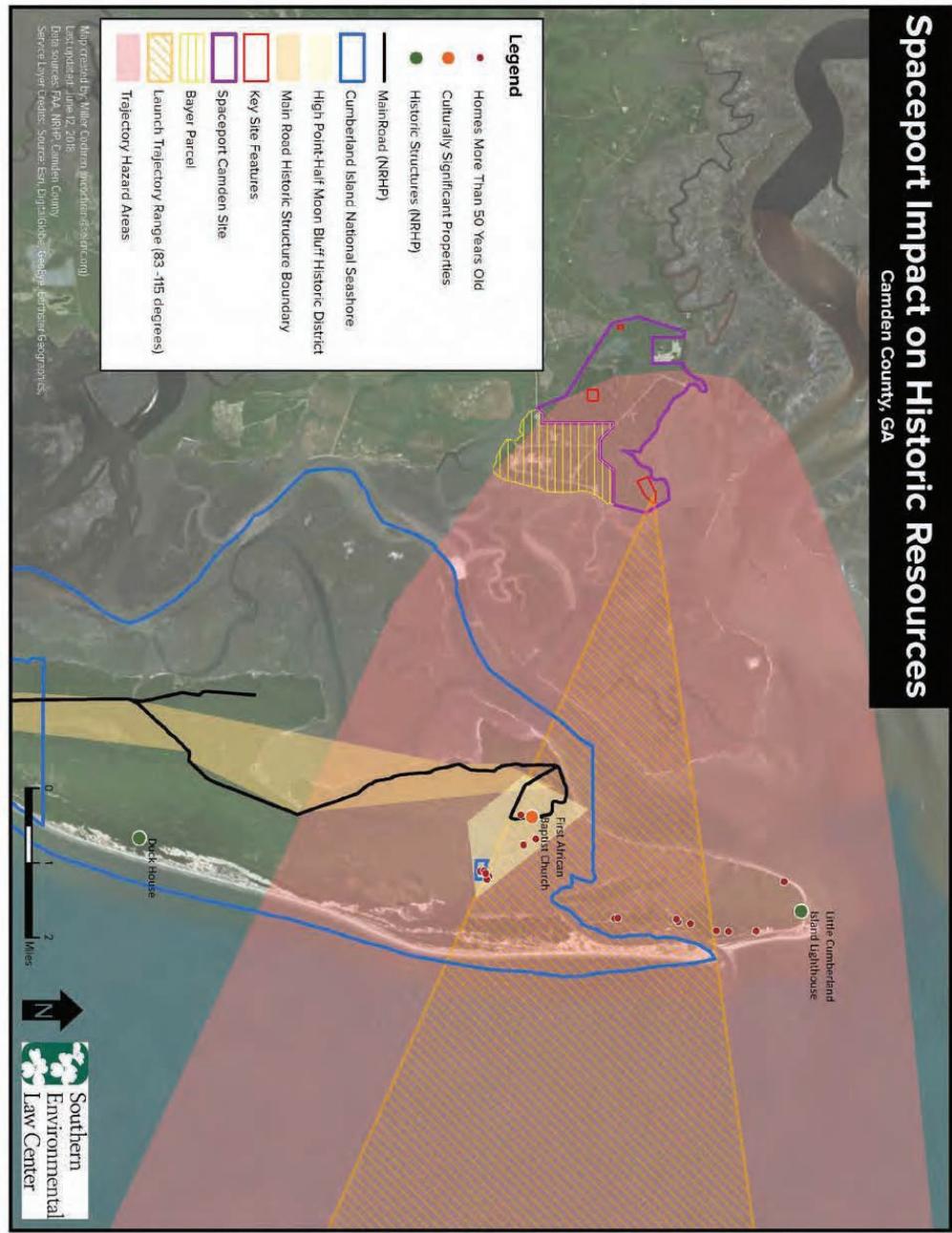
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ATTACHMENT 6

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Spaceport Impact on Historic Resources

Camden County, GA



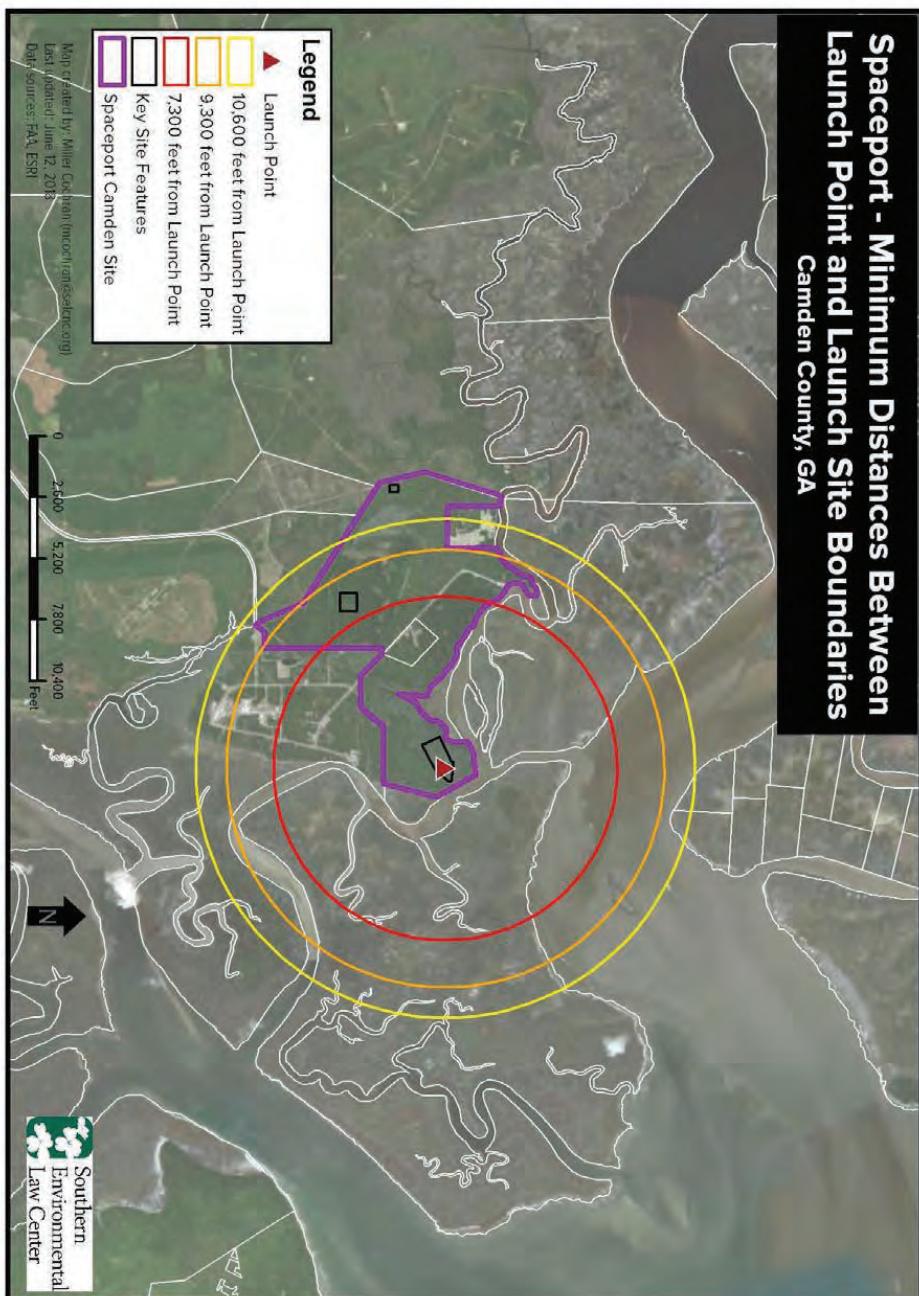
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ATTACHMENT 7

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**Spaceport - Minimum Distances Between
Launch Point and Launch Site Boundaries**

Camden County, GA



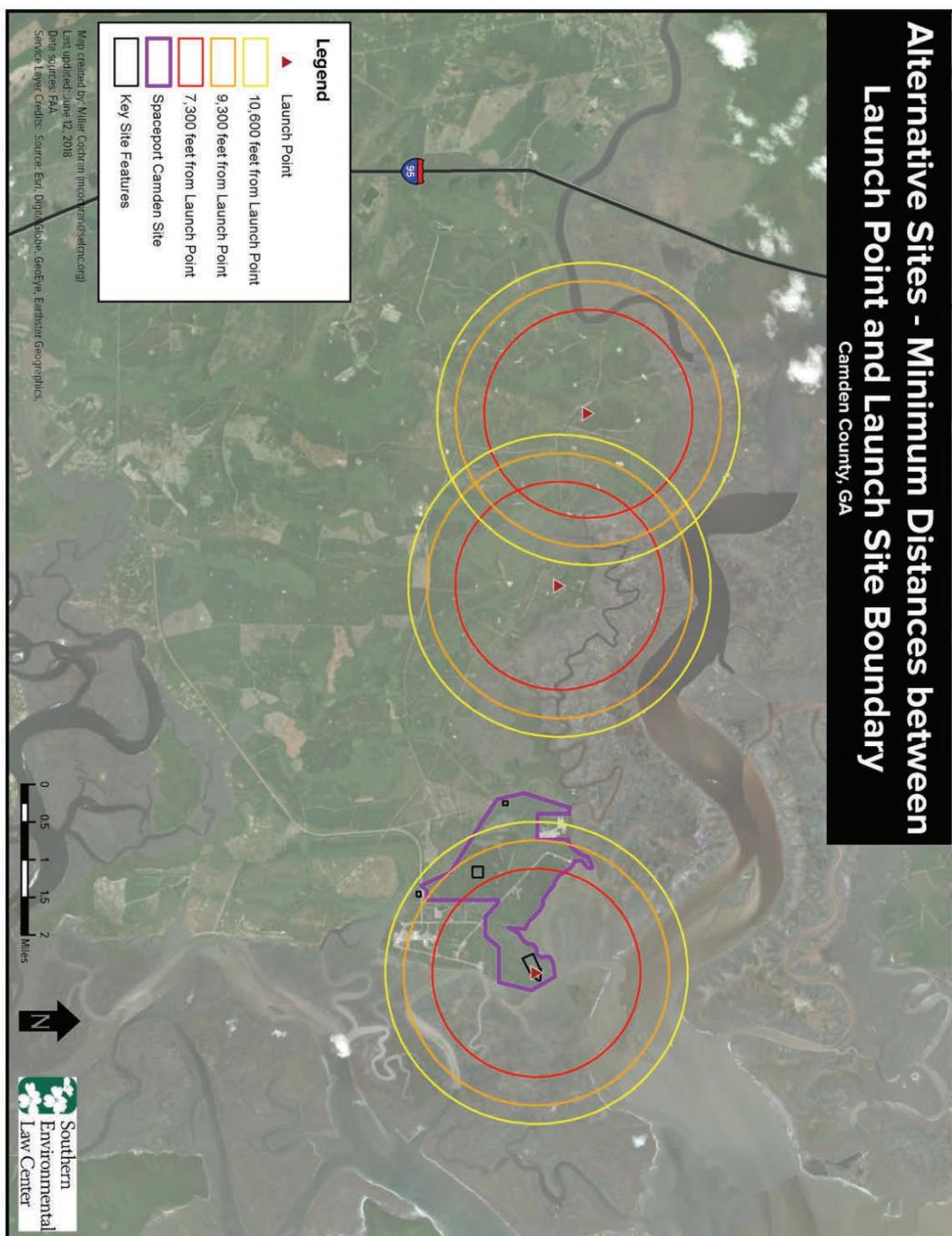
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ATTACHMENT 8

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Alternative Sites - Minimum Distances between Launch Point and Launch Site Boundary

Camden County, GA



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ATTACHMENT 9

O0019



Atlanta Environmental Management, Inc.
Environmental Consulting, Engineering, Hydrogeologic Services

June 12, 2018

Mr. William W. Sapp
Senior Attorney
Southern Environmental Law Center
Ten 10th Street NW, Suite 1050
Atlanta, Georgia 30309

**Re: Comments Regarding Draft Spaceport Camden Environmental Impact Statement
March 2018**

Dear Mr. Sapp:

Pursuant to the Southern Environmental Law Center's (SELC's) request, Atlanta Environmental Management, Inc. (AEM) has reviewed the Draft Spaceport Camden Environmental Impact Statement (DEIS) dated March 2018 and is pleased to provide the attached comments. AEM also reviewed several other environmental documents made available through the Georgia Open Records Act (GORA) that were directly relevant to the information contained in the DEIS.

By way of background, experience, and qualifications, AEM is an environmental consulting and engineering firm founded in 1988. AEM's core business was originally founded in the investigation, remediation, and long-term management of large RCRA regulated industrial facilities. This experience served as a natural transition into programs including CERCLA, state hazardous waste sites (including HSRA [Georgia Superfund]), Voluntary Remediation Programs, Brownfield Programs, and other environmental programs. Another area of expertise for AEM is working as a key team member to support developers and commercial, governmental, and industrial entities with assessing and remediating distressed Brownfield properties.

Please feel free to contact us if you have any questions or comments regarding the attached information. We sincerely appreciate the opportunity to assist in this process. You can reach us by telephone at (404) 329-9006 or via e-mail at janet-hart@aem-net.com.

Sincerely,

Atlanta Environmental Management, Inc.

Handwritten signature of Leona Miles in black ink.
Leona Miles, CHMM
Senior Project Manager

Handwritten signature of Janet T. Hart in blue ink.
Janet T. Hart
President

/krf

c: April Lipscomb, SELC

Attachment

2580 Northeast Expressway • Atlanta, Georgia 30345
Telephone: (404) 329-9006 • Fax: (404) 329-2057

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O0019

**Atlanta Environmental Management, Inc.
Public Comments on the Draft Environmental Impact Statement
for Spaceport Camden and other Associated Documents**

June 12, 2018

DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS), DATED MARCH 2018

1. EXECUTIVE SUMMARY (ES) OVERVIEW

The EIS evaluates the potential impacts of launches that fall within the specific parameters of what is designated as a “representative launch vehicle.” Future proposed activities are outside the scope of the EIS (e.g., one or more of the parameters of the proposed construction of launch activities fall outside of what is analyzed in this EIS).

NP-76

What FAA or other entity is responsible for determining when this “out of the original scope” condition is identified? How and by what mechanism will the public be notified that a proposed launch is being considered that will NOT fall clearly within these established and approved parameters for risk management covered in the current EIS and, thus, that additional NEPA analysis is warranted? How can we be sure that the public will be made aware and that additional environmental analysis is triggered under NEPA before any such launch is approved?

2. Sections ES.3 and ES.4 and Section 1.4.2: The EIS was prepared so that the Federal Aviation Administration (FAA) could issue a Launch Site Operator License to Camden County. The document also states that “launch site construction activities would not commence until after the NEPA process, including issuance of a Record of Decision, has been completed and any required permits or approvals are granted.” Also, FAA identified a number of required licenses, permits, and/or approvals for the construction and operation by Camden County.

LC-13

Is it the intent of FAA to issue a Launch Site Operator License to Camden County prior to the NEPA process, Record of Decision (ROD), permit acquisition/approval etc.? What is the process for these additional NEPA surveys/decisions and when are these anticipated to be conducted?

3. Section ES.4.1 Operations–Security and Safety Zones: The EIS Summary states that Camden County and the Launch operator will develop and implement an incredibly complex and intricate security plan that details the process that will be implemented to ensure that unauthorized personnel or occupied vessels, trains, aircraft, cars, trucks, all-terrain vehicles, or other vehicles are not within the FAA-approved hazard area for all launches or, if they are, that they will conform to specific criteria. Camden County and/or the launch operator will develop and implement agreements and plans with local authorities. Agencies that are named include Camden County and/or the launch operator, local law enforcement agencies, and at least 14 other state, local, and federal agencies (and possibly others).

PA-28

This security plan will require increased staffing, above normal levels, from many of these agencies that may be mobilized each time a launch occurs. One concern is the “margin of error” including risks posed to the environment and populations in the affected area that can happen when this many agencies must coordinate, cooperate, and communicate to implement any type of security plan. Agencies are currently staffed to perform the current duties. The staffing levels for all agencies are likely already lean. The operation of the Spaceport will likely require a significant increase in trained manpower from all applicable agencies to meet the demanding

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security needs during launches. Who will shoulder the costs for adding these personnel (i.e., state, local, federal)? Have a preliminary security plan outline and a preliminary budget been developed?

4. **Section ES.4.1 Operations–Security and Safety Zones:** Further, the E.S. states that consultation with the National Park Service (NPS) under Section 4(f) regarding impacts from the closures on the Cumberland Island National Seashore “would be” conducted as part of the consideration of the issuance of the launch license and will involve multiple stakeholders and provisions for “authorized persons” to make decisions on who is remaining or leaving the islands.

Have initial meetings with NPS not already been held? Again, this process seems like an organizational challenge with the potential of negatively impacting the quality of life for the “authorized personnel” or residents and visitors, as well as the environment.

5. **Section ES.4.1 Operations–Security and Safety Zones:** Finally, with regard to other impacts, the ES states that the proposed “closure area” would be further defined in consultation with FAA, the U.S. Fish and Wildlife Service (USFWS), and NPS to ensure that the Cumberland Island National Seashore and the Satilla River/Andrews Sound/Cumberland River areas are properly secured, with minimal impact to activities and operations.

Geographically the closure area covers a significant distance. How can this goal of minimally impacting the use and access of these areas be accomplished with the frequency of blasts and other activities performed at least once per month? Will the plans for the closure area be distributed for review and public comment well in advance of a scheduled launch?

6. **ES Table ES-1 Coastal Resources:** *How can there be no adverse impacts to the coastal barrier resources, no unacceptable risks to human safety or property that cannot be satisfactorily mitigated from the launch activities? When will the Georgia Department of Natural Resources (GA DNR), who is currently reviewing the consistency certification, issue an opinion? Will that opinion be available prior to the finalization of the EIS? Is a Risk Assessment in progress that will address some of these issues?*

7. **ES Table ES-1 Summary. Hazardous, Solid Waste, and Pollution Prevention:** The summary states that hazardous and solid wastes generated during the construction and operation, and impacts, will be minimal. *What information supports this statement?*

8. **ES Table ES-1 Summary. Hazardous, Solid Waste, and Pollution Prevention:** The summary states that “there is the potential of effects to historical contamination sites. Once the land is acquired by Camden County these potential contaminated sites would likely be managed under the Georgia Brownfields Program. In this case the new owner (Camden County) would be responsible for soil and groundwater investigations and management of soil and source material that are above Georgia risk reduction standards.”

This section is simply inaccurate and misleading in many respects. The authors of this section show a lack of knowledge regarding the Georgia Brownfield Program and the Resource Conservation and Recovery Act (RCRA). First, the Union Carbide property has an RCRA post-closure permit and is currently NOT eligible for the Georgia Brownfield Program. “Georgia risk reduction standards” do not apply to cleanups at this property. If Camden County buys the Union Carbide property, it will become subject to meeting all RCRA requirements per the hazardous waste permit. RCRA requirements are both onerous and expensive (especially for the Union Carbide Property) and carry the long-term liability for soil and groundwater impacts and,

—PA-28

—NP-19

—PA-12

—CO-10

—HW-32

—HW-33

O0019

further, for the onerous financial assurance requirements for cleanup that must be assured for 30 years or more, which Camden County will inherit for the property they purchase. Further, the future assessment and cleanup costs cannot be quantified since some areas are still under investigation (solid waste management unit [SWMU] 8 and SWMU 9) and upcoming remediation is likely. In order to purchase the property under the Brownfield program, which is preferable but not feasible at this time, the property must first be removed from the RCRA post-closure permit. This permit modification process is multistep and can require a two-year period or more and can be accomplished only after all SWMUs are approved by Georgia EPD (GA EPD) as requiring no further action. It could take many years to achieve a no further action ruling at SWMUs 8 and 9 since remediation is likely. Thus, Camden County needs to decide if it is willing to accept the risks and long-term costs of purchasing an RCRA-permitted facility. Camden County needs to work with Union Carbide to determine the steps necessary to move toward modification of the RCRA permit to remove the proposed Spaceport property. However, as noted above, this step can only be completed when all SWMUs are designated as requiring No Further Action. When the property is removed from the RCRA Permit it will then be eligible for the Georgia Brownfield program.

-HW-33

9. **ES Table ES-1 Summary—Historical, Architectural, Archaeological and Cultural Resources:** The text says that temporary effects to architectural historic properties could arise from the changes to the audible and visual environmental aspects during operation of the Spaceport through the introduction of elements inconsistent with the historic properties' setting, but there would be no adverse effects.

Can you please expand or define what is meant by "temporary effects," as it is unclear?

CR-14

10. **ES Table ES-1 Summary—Land Use:** The summary states that "adverse impacts on recreational use within the operation Region of Influence (ROI) would be short-term and temporary during launch operation and would not result in long-term preclusion of certain uses, prohibition of severe access limitations to certain areas, and/or severe alterations or diminished aesthetic recreational experiences (e.g., wilderness solitude)."

LU-10

We are unclear as to how this conclusion is supported. The ROI will see a significant increase in overall traffic, and not just on launch days with security personnel and staff traveling throughout the ROI but day to day with the addition of Spaceport workers traveling to and from the Spaceport, on new roads, and population growth in the area to support the Spaceport.

11. **ES Table ES-1 Summary—Land Use:** "Long-term impacts to the solitude quality of the Cumberland Island Wilderness would result from the skyglow and visual intrusion of the Spaceport towers/facilities" on the west shoreline areas. These impacts will most certainly impact wildlife. Has the Light Management Plan been developed and is it available? Further, the summary states that "no substantial long-term annoyance (i.e., noise-compatible land use impacts) and/or permanent conflicts with landowners have been identified."

WL-25
BR-19

It is too early to conclude that there will be no long-term conflicts with landowners. Based on anticipated EIS review comments not yet received by the FAA, there may be a lot of controversy expressed by the residents in the ROI, and in particular those in the identified trajectory of the future launches, concern over potential rocket failures and debris, emergency response, evacuation coordination, noise and light, etc. Will the EIS be revised to address these concerns?

-WR-15

12. **ES Table ES-1 Summary—Water Resources:** The summary states that "the Vertical Launch Facility is considered a critical facility under Camden County's Unified Development Code (UDC)

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as the facility would store and use flammable and volatile chemicals. Construction in the floodplain would require an exemption to the County's UDC" Thus, "the Vertical Launch Facility's storage areas would be developed so that the storage of flammable and volatile chemicals would be above the 500-year flood zone."

These criteria are misleading with regard to representing the true risks of flooding or other natural causes that could result in the release of hazardous materials impacting the environment from the Launch Facility. The ROI is an area that is subject to hurricanes and storm surges, especially considering changing weather patterns and rising sea levels, coupled with 100-year floods (possibly on a yearly basis), all of which are capable of damaging chemical storage vessels causing releases to this sensitive environment and, due to the tidal marsh environment, will spread far and wide and complicate any cleanup efforts.

WR-15

Further it is stated that "Potential indirect impacts from proposed construction activities could result in additional sediment loads being transported to surface waters in the vicinity of proposed construction. Increases in sedimentation could alter stream and wetland functions and result in the loss of wildlife habitat. However, during construction a Storm Water Pollution Prevention Plan (SWPPP) and sediment erosion control plan would be prepared in compliance with Georgia NPDES requirements and Georgia's Erosion and Sedimentation Act of 1975. The SWPPP and sediment and erosion control plan would implement the use of management practices to prevent erosion and sedimentation."

We do not agree that these plans will prevent impacts. Note that SWPPPs and erosion and sedimentation plans are vulnerable to failure during extreme weather conditions. SWPPPs are also often ineffective during hurricanes and tidal surges and/or only marginally effective under heavy downpours; thus, there is high risk to this sensitive environment from increases in sediment loads from construction activities.

- 13. ES Table ES-1 Summary—Water Resources:** The EIS states that "Approximately 0.78 acre of wetland and 0.166 acres of waterways may be impacted from construction activities; this would require a Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers (USACE) and compensatory mitigation would be required for any unavoidable impacts to jurisdictional wetlands and waterways."

WR-10

What is the linear foot impact to jurisdictional waterways (intermittent, perennial) requiring mitigation? Will stream impacts be reported to the U.S. Army Corps of Engineers in linear feet, to determine permit applicability and required compensatory stream mitigation credit requirements for the project?

- 14. Section ES.4.1 Proposed Action (Preferred Alternative) Construction Activities:** It is stated in this section that the proposed Spaceport Camden facilities would encompass less than 100 noncontiguous acres and that related infrastructure (e.g., roads and utilities) would also be improved within the existing industrial site. Further, in this section it is stated, "No improvements to the offsite infrastructure would be needed to support Spaceport Camden."

TP-07
SA-23

How was it determined that the increased truck/construction traffic and heavy load traffic and day-to-day increased traffic would not impact the off-site infrastructure? Did this conclusion include assessing the safety of the local population due to the significant increase in traffic in the area? It would be unavoidable.

AL-02

- 15. Section ES.8 Unavoidable Adverse Impacts, Irreversible and Irretrievable Commitment of Resources, and Short-Term and Long-Term Productivity:** This summary provides the EIS

O0019

justification for the selection of the land area under consideration for the Spaceport since it is already an impacted industrial property, versus the consideration of property that has not had industrial use.

However, this is an RCRA post-closure care facility with documented buried hazardous waste in an adjacent legacy landfill, with multiple Munitions and Explosives of Concern Areas (MEC) that have not been fully addressed or remediated, and the overall property to be purchased is not yet fully characterized or remediated. Selection of an industrial site that is not as encumbered or surrounded by a sensitive saltwater marsh environment would be a much better choice.

—AL-02

DRAFT EIS (DEIS) Text

1. **Section 1.4.2 Other Licenses, Permits, and Approvals—Biological Resources:** “On February 12, 2018, the USFWS provided concurrence that the Proposed Action is not likely to adversely affect federally listed species, provided that conservation measures identified in the consultation are implemented. The agencies’ opinions may identify special terms and conditions for impact avoidance and mitigation measures that would be required to be implemented as part of the Proposed Action and/or alternatives and will be included in the Final EIS.”

BR-47

Have the specific species conservation measures or No Effect or May Affect But Not Likely To Adversely Affect been defined and evaluated? If yes is this information available for review?

2. **Section 1.4.2 Other Licenses, Permits, and Approvals—Historic and Cultural Resources:** Historic Resources were evaluated and presented to the Georgia State Historic Preservation Officer (SHPO); however, there was no mention of archaeological resource surveys.

CR-15

A Phase I Cultural Resource Survey would be needed to evaluate archaeological resources and confirm historic structures identified by Draft EIS. Will a Phase I Cultural Resource Survey be conducted, and will archeological resources be evaluated and the Draft EIS revised to include them?

3. **Section 1.4.2 Other Licenses, Permits, and Approvals—Wetlands:** Section 404 of the Clean Water Act Permit would be required from USACE if wetland impacts exceed 0.10 acre of wetland impact or any length of intermittent or perennial stream channel is impacted. Also, Waters of the United States (wetlands, streams, open waters) impact exceeding $\frac{1}{2}$ acre and/or 300 linear feet of stream impact would require an Individual Permit application. *When will the construction design be completed and the exact Waters of the United States impact be determined? Will the EIS be updated to include this information and be made available for review?*

WR-10

WR-16

4. **Section 2.1.1.2 Vertical Launch Facility:** Vertical Launch Facility features would include associated roads, a parking lot, a perimeter road and fencing, gates, a guard shack, a diesel generator system (including multiple fuel and hazardous materials storage tanks), a septic system, and area lighting. Section 2.1.2.8 Launch Failures states that, historically, failures are typically at the pad, soon after ignition/lift off and over the launch site.

HW-34

What extra precautions will be taken to prevent catastrophic fuel and hazardous materials storage tank impacts in case of a launch failure in this sensitive environmental setting?

O0019

5. **Section 2.1.1.3 Launch Control Center Complex:** "There may be a total of up to seven diesel fuel storage tanks on the Spaceport Camden property located at the Launch Control Center Complex."

What are the sizes of these tanks and will they be underground or aboveground tanks? If any tanks are underground tanks, what types of leak detection and inventory monitoring will be installed? If storage is aboveground, will a Spill Prevention Control and Countermeasure Plan be developed for stored oils and fuels, and, as launch operators change, how will consistency of compliance be maintained, since the plan elements will change with each new operator's needs? At a minimum all emergency and other specific contact information will require modification and distribution to affected authorities each time the launch operator changes.

PA-66

6. **Section 2.1.1.6 Infrastructure:** This section states, "There are two existing deep wells on the Bayer CropScience property that would be used to provide water for Spaceport Camden operations. Twelve-inch water lines would be run underground alongside the launch site roadways to provide water to each facility. The site is authorized to withdraw 1.7 million gallons of water daily from the two existing deep wells. Annual water usage during launch site operation is estimated to be 16.3 million gallons of water. This volume is based on a nominal water usage of 11,500 gallons per day with peak usage of approximately 405,000 gallons per day. (Peak usage would be dominated by the activation of the water deluge system, which could use up to 250,000 gallons per launch.)"

Who provided the authorization mentioned above and was it obtained? Will this water be used for potable water at the Spaceport? Was an aquifer test conducted, and, if not, why not, to address whether the greatly increased withdrawal rate will impact the vertical or horizontal groundwater gradients, thereby potentially mobilizing contaminated groundwater downward, possibly impacting deep aquifers or laterally expanding the extent of any groundwater plumes? Is there any information available regarding the groundwater quality at the Bayer CropScience property? If so, how can it be obtained? Is there a plan to monitor the water used for launch activities to ensure that impacted water is not being used? What is the plan for the treatment of wastewater resulting from the operations? Will it be discharged via an NPDES permit to marshland?

WR-07
WR-12

7. **Section 2.1.2 Representative Launch Vehicle and Operational Activities:** According to this section Spaceport Camden would be available to a range of independent launch operators, each of which offers various launch vehicles, fuels, payloads, with different design and operating specifications. This also includes a variation in the actual number of launches that could occur per year.

Since these variables cannot be identified until each individual launch operator is under contract, if the launch vehicles and/or propellants selected for future use vary from those evaluated and approved in the EIS, will the EIS be revised, or will a separate EIS be prepared to include the evaluation of these launch variables?

NP-05

8. **Table 2.4-1. Topics Identified During Public Scoping Evaluated as Possible Alternatives—Proposed By Agencies During Scoping—Modified Site Configuration—Description:** Since it was determined that the site should be surveyed to identify gopher tortoise habitat so that it may be avoided in siting the facilities of the project, will the Gopher Tortoise burrow surveys be conducted using GPS to locate and document burrow locations? What time of year will the gopher tortoise burrow scoping surveys be conducted? Will it accommodate the identification of federally endangered indigo snake species within the burrow locations? Eastern indigo snake

—BR-56

00019

surveys to document presence of specimens within gopher tortoise burrow would involve burrow scoping surveys during the winter months (December–February). The burrow scoping survey would also document active gopher tortoise burrows that may require bucket trapping and/or excavation to relocate individuals outside of the construction area.

—BR-56

Since the relocation of gopher tortoise and eastern indigo snakes beyond the project's disturbance limits or to an approved recipient site may be required, will exclusionary fencing to be installed to prohibit the movement of the species into the construction area? Will required additional annual surveys, scoping, and relocation be conducted?

9. **Table 2.4-1. Topics Identified During Public Scoping Evaluated as Possible Alternatives—Proposed By Agencies During Scoping—Modified Site Configuration—Disposition:** In the table it states “ .. there are no plans to conduct species surveys at this time because construction activities may occur several years from the publication of this EIS.”

BR-57

Since Gopher tortoise and Eastern indigo snake surveys would be implemented in response to a proposed construction phase schedule for the project, would initial burrow surveys and scoping be considered to provide details for developing the future scope of these specific species surveys?

10. **Table 2.4-1. Topics Identified During Public Scoping Evaluated as Possible Alternatives—Proposed By Individuals During Scoping—Minimize Impact to Species—Disposition:** “Prohibiting launches during certain seasons, controlling lighting, and other measures could be considered as mitigations if the analysis indicates the potential for adverse impacts to the northern right whale, its respective habitat, or to other species. This suggestion seems best suited as a potential mitigation measure rather than a separate alternative.”

BR-23

BR-29

Will Section 7 of the Endangered Species Act be followed along with formal coordination with the US Fish and Wildlife Service and National Marine Fisheries Service to ensure that protected marine and coastal species mitigation measures are properly addressed?

11. **Section 3.2.3.1 Terrestrial Vegetation and Habitats:** The project would result in approximately 0.78 acre of wetland impact. Construction activities would result in impact that could include habitat for the hairy rattlesnake weed. *Will specimen and habitat surveys be conducted to obtain USFWS concurrent of no effect or not likely to adversely affect the species, if needed?*

BR-58

12. **Section 3.2.3.2 Terrestrial Animals—Terrestrial Special Status Animal Species—Red-cockaded woodpecker (*Picoides borealis*):** Although the EIS states that there is no Red-cockaded woodpecker nesting habitat, is there potentially suitable foraging habitat? The property has a dominant pine plantation vegetative community which could represent habitat.

BR-59

13. **Section 3.2.3.2 Terrestrial Animals—Terrestrial Special Status Animal Species—Wood storks (*Mycteria americana*):** Mitigation measures during the construction phase would likely be required to avoid potential harm, harassment, or take of this mobile avian species. Typically, it involves ceasing work activities when a wood stork is observed in the construction zone by a biological monitor.

—BR-60

Will a biological monitor be on site during construction activities to monitor the need to cease construction as/if needed?

14. **Section 3.7.3 Existing Conditions under Section 3.7 Hazardous Materials, Solid Waste, and Pollution Prevention:** This section states that “activities associated with the Proposed Action, such as road improvement or facility construction, would not occur on or near the landfill.

—HW-05

O0019

Consequently, no direct or indirect impacts to the landfill (SWMU 1) would be expected from the Proposed Action and the landfill is not discussed further in this section.”

Although no construction will occur on the actual landfill, there may be other potential environmental impacts due to construction near the landfill and/or operation of the Spaceport. Will launch vibrations or impacts from launch failures not potentially cause a destabilization of the landfill cap and/or possible sloughing of contaminated soil toward Todd's Creek?

-HW-05

15. Section 3.7.3 Existing Conditions: *The Bayer CropScience Woodbine Plant is listed in the EPA Enforcement and Compliance History database, which indicates that during past RCRA inspections there have been noncompliance findings as recently as during the third quarter of 2017. However, no RCRA facility-related reports, National Pollutant Discharge Elimination System (NPDES) monitoring results/reports, or other information relating to existing site conditions for this plant have been provided in this section of the EIS. There is a notable lack of information regarding this property.*

This section of the EIS does acknowledge that “thorough site investigations would be required prior to ground disturbance, and appropriate land restrictions and remediation would be identified in coordination with State regulators.” This statement and the lack of pertinent information leave the EIS evaluation without information upon which to base a supportable opinion or conclusion. It also leaves Camden County with unidentified liability. Bayer CropScience produced TEMIK (determined by the EPA to be a health risk) and in all likelihood soil and groundwater somewhere on the site are contaminated and may require short-term or possibly long-term remediation. Will Camden County purchase the property only after the site is clean as approved by GA EPD? When will site investigations be conducted? Potentially impacted groundwater and/or soil at the Bayer CropScience facility could have an impact on ultimate decisions regarding the EIS. In fact, results of investigations could place additional RCRA regulations on the Bayer property. Also, any liability (financial and otherwise) after purchase will be that of Camden County and the costs will be the responsibility of Camden County citizens. How have these factors been evaluated?

HW-24

16. Section 3.7.3 Existing Conditions—Identification of Contaminated Sites: This section states, “There are no sites within the construction ROI that are included on the USEPA National Priorities List (NPL).

However, activities associated with the Proposed Action do overlap historical areas of contamination from historical usage.” There are other Georgia-regulated hazardous waste sites, regulated under RCRA, located in the ROI. This statement is misleading since it implies a lessened concern of environmental contamination since the site is not an NPL site. RCRA sites can be just as contaminated and pose as much risk to receptors as NPL sites.

HW-30

17. Section 3.7.3 Existing Conditions under Section 3.7 Hazardous Materials, Solid Waste, and Pollution Prevention—Loop Road Equipment and Material Surface Storage: This section states that “because the site reconnaissance activities determined that only small amounts of metallic debris was present within the Loop Road area, no further action was proposed. Consistent with USEPA’s Final Guidance on Completion of Corrective Action at RCRA Facilities (FRL-7454-7), Union Carbide recommended that a determination of Corrective Action Complete without controls be considered for the Loop Road area (CH2MHill, 2008).”

HW-35

Since the Georgia Environmental Protection Division has regulatory primacy, explain the agency’s determination relating to the need for no further corrective action?

O0019

18. **Section 3.7.3—Post-Closure Care Period:** This section states that the closed landfill will be monitored through the post-closure care period, which ends on June 6, 2021.

This statement is inaccurate as post-closure of this landfill and all financial obligations will continue indefinitely, or until certain steps are taken as approved by GA EPD, such as possibly removing all wastes to achieve a clean closure. This step of complete waste removal is cost prohibitive and thus the reason the area was capped and post-closure was implemented. Note that the landfill is not part of the Spaceport property but access via the Spaceport property will be required indefinitely.

HW-36

19. **Section 3.7.3—Identification of Contaminated Sites:** This section states that the Vertical Launch Facility overlaps two historical contamination sites, the Munitions Response Area 2 (MRA-2, also known as SWMU 9), and the empty Drums Area. The proposed Landing Zone overlaps two historical contamination sites, Loop Road and SWMU 6. The proposed Action also includes improvements to several existing roads. These roads traverse the following historical contamination sites: MRA-1 (SWMU 8), MRA-2 (SWMU 9), Loop Road Site, and SWMU 6.

However, SWMUs 8 and 9 will require further investigation (soil and/or groundwater assessment) by Union Carbide, per the Hazardous Waste Permit, and may require short- and/or possibly long-term active remediation. How is this plan compatible or predictable schedule-wise with the proposed construction of the Spaceport roads that will require intrusive work at these SWMUs? What kind of risks does this plan pose, and how will the risks be addressed?

HW-37

20. **Exhibit 3.7-1 Eastern portion of the Union Carbide Woodbine Facility:** Based on Exhibit 3.7-1 the vertical launch facility will be constructed within the boundaries of MRA-2/SWMU 9 where open burning of off-specification Munitions and Explosives of Concern (MECs) was conducted in the open area in the central part of the MRA. Historical investigations at this site identified seven MEC items, consisting of one M71A2 primer, one M7A1 primer, and five partial M84 fuzes, on the ground surface at MRA-2. An MEC Corrective Action Plan (CAP), dated February 2012 (CH2MHill, 2012), has been prepared and clean up alternatives proposed.

HW-38

Will these MEC items be removed and GA EPD approval of the final removal action be obtained prior to the purchase of the property or commencement of Spaceport construction? GA EPD must agree that No Further Action is required and a permit modification completed BEFORE the property can be entered into the Georgia Brownfield Program.

21. **Exhibit 3.7-1 Eastern portion of the Union Carbide Woodbine Facility:** Based on Table 3.7-1 the Former Rocket Test Pit is recommended for no further action.

HW-39

According to the GA EPD letter dated February 1, 2018, which provides comments on the Former Rocket Test Pit Additional Soil Characterization Work Plan, the soils in this area are still in the process of being characterized. Dioxin has been identified as a contaminant of concern in this area. The extent of any Dioxin contamination has not been defined. With the site in the process of being characterized, what is the basis for no further action determination, as this is conflicting information?

22. **Section 3.7.3 Existing Conditions under Section 3.7 Hazardous Materials, Solid Waste, and Pollution Prevention—MRA-1 (SWMU 8):** This section states that Land use and institutional controls, such as required training and MEC signage, are in place to educate and restrict access to the MRAs by unauthorized personnel. The current Union Carbide Woodbine MEC ICP contains detailed information on site accessibility of each MRA (CH2MHill, 2012).

HW-40

HW-41

O0019

Is the MEC ICP available for review? Also, the Adjusted 2018 Post-Closure Care and Corrective Action Cost Estimate Union Carbide Corporation, Woodbine, Camden County, GA (dated January 18, 2018) for the Union Carbide site indicates that a Phase III Supplemental RCRA Facility Investigation was conducted for the munitions sites. Where can this information be found?

Also, in the GA EPD comment letter (dated November 8, 2017) related to the MEC RFI Phase III Report, GA EPD required that the former 40-mm Test Range, located at SWMU-8 and an area containing high explosive 40-mm grenades (with 5 meter kill radii), undergo a 100 percent clearance of the area for protection of human health. This statement indicates that further action will need to be taken at this site in regard to the MEC issues. How can institutional controls remain as the preferred corrective action for this site? This conclusion is not logical.

- 23. Section 3.7.3 Existing Conditions under Section 3.7 Hazardous Materials, Solid Waste, and Pollution Prevention—Other Contamination Sites:** The table provided in this section (Table 3.7-1. Other Contamination Sites Within the Site Boundary) states that, for the sites on this table, no further action is recommended.

However, the Adjusted 2018 Post-Closure Care and Corrective Action Cost Estimate Union Carbide Corporation, Woodbine, Camden County, GA (dated January 18, 2018) for the Union Carbide site indicates that a Phase III Supplemental RCRA Facility Investigation was conducted for the munitions sites. A Corrective Action Plan for the SWMUS appears to be required as the next step. This indicates that munitions issues exist that exceed levels considered to be safe for human health and the environment. Although MRA-3 (SWMU 1A) is listed in Table 3.7-1 (Other Contamination Sites Within the Site Boundary) as recommended for no further action, it should be noted that this determination is not final. How can Spaceport construction activities proceed without a final determination of No Further Action for the MEC sites?

- 24. Section 3.7.3 Existing Conditions under Section 3.7 Hazardous Materials, Solid Waste, and Pollution Prevention—Bayer CropScience Contamination Sites:** Potential contamination on the Bayer CropScience is basically unknown at this point, and it could be expansive or not. This section states that preliminary investigations identified ten additional sites that may be potentially contaminated within the Bayer CropScience property. Contaminants are multiple and varied and include (1) sanitary wastewater disposal, (2) gas/diesel compounds/benzene, toluene, ethylbenzene and xylene (BTEX), (3) pesticides, (4) BTEX, (5) munitions waste, (6) munitions waste, (7) acids and pesticides, (8) pesticides, (9) munitions/rocket fuel waste, and (10) pesticides.

“They are located on the northwest quadrant of the Bayer CropScience property, with most of the sites adjoining or located near Union Carbide Road (which would be improved as part of the Proposed Action). They range in size from approximately 2 to 30 acres, with an average size of approximately 8 to 10 acres. Detailed information on the presence of hazardous constituents is unavailable from Bayer CropScience. The EIS states that “thorough site investigations would be required prior to ground disturbance, and appropriate land restrictions and remediation would be identified in coordination with State regulators.”

These statements and conclusions are inadequate to describe the potential extent and type of contamination that may be discovered when investigations are conducted and, further, the extent and eventual cleanup costs, as appropriate, and potential long-term implications of the use of the land. How and when will these investigations begin? Will Camden County lease or purchase the property before the investigations and results are known? Will the EIS be revised to include this information in all considerations?

HW-40
HW-41

HW-41

HW-07
HW-38
HW-42

O0019

25. **Section 4.2.1.1 Construction–Terrestrial Vegetation and Habitats:** Since Up to 0.78 acre of the 3.61 acres of the wetland delineated in the vicinity of proposed construction areas may be directly impacted as a result of the Proposed Action, will a Section 404 Clean Water Act Permit be obtained and Compensatory wetland and stream mitigation be a component of that permit?] WR-01
WR-17
26. **Section 4.2.1.1 Construction–Terrestrial Vegetation and Habitats:** When conducting the required Protected State Plant Species surveys within the proposed construction limits, will specimens and populations be flagged and GPS located for the development of avoidance and minimization measures and establishment of necessary buffers? Will Surveys be conducted during the USFWS and GA DNR recommended survey periods for each species?] BR-61
27. **Section 4.2.1.1 Construction–Special Status Animal Species–Migratory Birds:** Will nest locations be GPS located and flagged in order to establish necessary buffers?] BR-57
28. **Section 4.2.1.1 Construction–Special Status Animal Species–Marine and Estuarine Animals:** This section states, “FAA determined the Proposed Action “may affect, but would not likely adversely affect,” Atlantic sturgeon, shortnose sturgeon, North Atlantic right whale, and green, hawksbill, Kemp’s ridley, loggerhead, and leatherback sea turtles. FAA also determined the Proposed Action would have no effect on Atlantic sturgeon, loggerhead sea turtle, and North Atlantic right whale critical habitat. Refer to Appendix A for the complete analysis. NMFS is currently reviewing the consultation letter.
Will the Final EIS document the conclusion of the ESA consultation with NMFS? Will the results of the FAA/NMFS consultation be available for review before finalization of the EIS?] BR-47
29. **Section 4.2.1.2 Operation–**On February 12, 2018, the USFWS provided concurrence that the Proposed Action is not likely to adversely affect federally listed species, provided that conservation measures identified in the consultation are implemented. Final requirements associated with the NMFS consultation will be incorporated into the Final EIS.
Will comments from the NMFS be included in the Final EIS and will the Final EIS be available for public review?] BR-47
30. **Section 4.7—Hazardous Materials, Solid Waste, and Pollution Prevention:** This section states that “The methodology used to evaluate the impact of these factors identified proposed activities and, using process knowledge or other available data, determined the type and quantity of waste (hazardous and non-hazardous) that would likely be generated by the Proposed Action. Resulting waste types/quantities were then compared to proposed management measures to determine if applicable waste regulations would be met, or if regional landfill capacities (in the case of solid wastes) would be exceeded.”
For emergency planning and preparedness purposes, what is the total maximum volume by “type” of each hazardous substance and hazardous waste that may be on site at any one time, and upon which the EIS evaluation was based? Also, this section references the presence of solvents in various locations, both as hazardous materials and hazardous wastes. What types of solvents are anticipated to be on site? Solvents are notorious as groundwater contaminants that are difficult to remediate, and they are especially difficult to remediate in an estuarine environment.] HW-43
31. **Section 4.7—Hazardous Materials, Solid Waste, and Pollution Prevention:** The EIS states “Analysis also evaluated the types and quantities of hazardous materials that would be employed and whether proposed engineering controls (e.g., secondary containment) or operational controls (emergency response plans) would be adequate to address potential] HW-44

O0019

releases and whether local emergency response resources would be available to respond to a potential release of hazardous materials."

Based on the maximum anticipated type and volume of hazardous substances and hazardous waste on site at any one time, how was it determined that local emergency response agencies would be capable (i.e., capability and capacity) of addressing such releases during a launch failure or during a natural disaster such as a hurricane that could result in a catastrophic release to the environment? Please define what is meant by "local emergency response"? Will the facility have its own emergency response capabilities (i.e., Fire Department) and if so, please describe those projected capabilities. Or, will the spaceport be dependent upon Camden County Emergency Response resources and if so please explain?

—HW-44

- 32. Hazardous Materials, Solid Waste, and Pollution Prevention:** The EIS says "As indicated in discussions below, there is the potential for effects to historical contamination sites. Once the land is acquired by Camden County, these potentially contaminated sites would likely be managed under the Georgia Brownfields Program. In this case, the new owner (Camden County) would be responsible for soil and groundwater investigations and management of soil and source material that are above Georgia risk reduction standards. This would involve preparing a CAP, which would work like a contract for soil and source management at these sites in accordance with State of Georgia requirements."

HW-45

As noted previously, the author of this section does not demonstrate an understanding of the requirements of the Georgia Brownfield Program. First, this Union Carbide facility is regulated under RCRA and it is not currently eligible for Georgia Brownfield. The portion of the Union Carbide facility, which Camden County proposes to purchase, is subject to all RCRA regulations including the requirements for assessment and clean up to RCRA standards, as specified in the Union Carbide Hazardous Waste Permit. RCRA cleanup standards are much more stringent than HSRA Risk Reduction Standards. Second, the Union Carbide property cannot be removed from the RCRA permit and program until all SWMUS achieve No Further Action (NFA) designations. Achieving NFAs on the remaining SWMUS will likely take years. After receiving NFAs, the next step is a Union Carbide RCRA permit modification to remove the property being purchased by Camden County from RCRA regulation. It is only at that time can the property be entered into the Georgia Brownfield program.

- 33. Section 4.7.1.1—Construction—Hazardous and Solid Wastes:** "Soil excavated during construction activities would be stockpiled for construction and landscaping uses, while woody debris from land-clearing activities could also be chipped or mulched onsite and used for landscaping."

HW-46

Please note that since this is an RCRA-regulated site which is not fully characterized or remediated, all soil waste generated must be fully profiled (i.e. characterized with regard to contamination) and then shipped off site for proper disposal in accordance with the results of the profiling. Does Camden County intend on developing a Construction Management Plan which will detail the steps necessary for the management of all waste generated as a result of construction? This is a recommended action to assist in ensuring that contaminated soil is not spread from contaminated areas to other noncontaminated areas of the facility.

- 34. Section 4.7.1.1—Construction—Pollution Prevention:** The EIS states that "Construction projects would apply pollution prevention measures to the greatest extent possible."

HW-47

Will best management practices be developed to ensure that pollution prevention measures are identified and implemented?

O0019

- 35. Section 4.7.1.1—Construction—Historical Areas of Contamination:** The EIS states that “Several historical areas of contamination are located within the ROI, as described in Section 3.7.3, Existing Conditions. These contamination (MEC) sites are primarily associated with historical uses of munitions. Construction in areas such as MRA-1 and MRA-2 could potentially expose workers to MECs. ... Unlike chemical exposure where there may be an exposure limit where no adverse effects will occur, there is no accepted method for establishing the incremental probability for injury or death from an encounter with MEC. If the potential for an encounter with MEC exists, the potential that the encounter will result in death or injury also exists.”

Unless the MEC sites are remediated and designated as NFA by Georgia EPD, how can the Launch Operator consider putting construction workers at risk of injury or death? Any risk of injury or death to the construction worker is unacceptable. As an aside, since this is a hazardous waste site, will all construction workers be required to be OSHA 1910.120 trained, medical monitored, and certified? If not, why not?

HW-48

- 36. Section 4.7.1.1—Construction—Post-Construction Practices:** The EIS states that “when non-employees visit the site, they would be escorted and instructed not to leave the prescribed travel routes. So long as these travel routes are adhered to, the probability on an employee or a visitor being exposed to MECs would be extremely low.”

PA-67

Are Camden County and the FAA willing to accept the risks that visitors will adhere to staying on the prescribed route and will obey signage?

- 37. Section 4.7.1.1—Construction—Post-Construction Practices—Additional Investigations:** The EIS restates that "As discussed in Section 3.7.3, Existing Conditions, there are also 10 additional sites that may be potentially contaminated. They are located on the northwest quadrant of the Bayer CropScience property, with most of the sites adjoining, or located near, Union Carbide Road (which would be improved as part of the Proposed Action). ... The new owner (Camden County) would be responsible for soil and groundwater investigations and management of soil and source material that are above Georgia risk reduction standards."

HW-49

Where can information be found regarding potential contamination that may be present on the 10 additional sites that are referenced above? Has Camden County developed a preliminary cost estimate for the assessment and delineation of the extent of contamination and cleanup of these areas? If so, where can this information be found? Please provide more detail with regard to this anticipated approach for cleanup, the anticipated costs, and the preliminary schedule.

- 38. Section 4.7.1.1—Construction—Post-Construction Practices—Additional Investigations:** The EIS states that “Additionally, the land acquisition process would require completion of a Phase I Environmental Site Assessment. The Environmental Site Assessment would document environmental conditions at the Spaceport Camden site.”

—HW-50

What is the anticipated schedule for the Phase I Environmental Site Assessment (ESA)? Will the ESAs be performed on both the Bayer CropScience and Union Carbide properties simultaneously? It should be noted that the ESA may identify Recognized Environmental Conditions, per ASTM E 1527-13, beyond those areas already identified in the available environmental documents for both Union Carbide and Bayer CropScience properties and which may also require investigation and/or possible remediation.

- 39. Section 4.7.1.2—Operations—Hazardous and Solid Wastes:** The EIS states that “Georgia follows Federal hazardous waste management regulations, which allow the disposal of hazardous waste generated by CESQGs in municipal waste landfills permitted by State (such as the Camden

—HW-56

O0019

County C&D and Industrial Waste Landfill). The regulations governing hazardous waste management are found [in] Georgia Administrative Code 391-3-11, Hazardous Waste Management."

The EPA defines a municipal solid waste landfill (MSWLF) as a discrete area of land or excavation that receives household waste. An MSWLF may also receive other types of nonhazardous wastes, such as commercial solid waste, nonhazardous sludge, conditionally exempt small quantity generator waste, and industrial nonhazardous solid waste. Therefore, Camden County C&D and Industrial Waste Landfill is not permitted to accept hazardous waste even if generated by a CESQG. Does the Camden County C&D and Industrial Waste Landfill have a hazardous waste transfer facility, which could accept hazardous waste for transfer to a hazardous waste landfill?

—HW-56

40. **Section 4.8.1.3 Summary of Finding of Effect for the Proposed Action:** *Since the State Historic Preservation Officer (SHPO) and Tribal coordination has not been completed, will the results of coordination and resolution of all adverse effects be presented in the Final EIS?*
41. **Section 4.14.1.1 Construction–Wetlands:** *Will an individual Permit, which is required with compensatory wetland mitigation, be obtained?*
42. **Section 4.14.1.1 Construction–Surface Water Resources:** *Indirect effects to surface waterways could represent adverse effects to marine mammal and fish species. Will this be covered by conservation and mitigation measures obtained from USFWS and NMFS review and coordination?*
43. **Section 6.2.1 Construction:** *"A bald eagle nesting survey would be required prior to construction; if an active nest (i.e., nest with eggs or chicks) occurs within the construction ROI, then the nest would be protected until the chicks have fledged." Will GPS location of nest locations be recorded and buffer requirements be implemented?*
44. **Section 6.2.1 Construction:** *"Camden County would maintain clear shoulders on road edges to allow drivers to more easily see wildlife along the road edge and reduce incidents of vehicle/wildlife collisions." Will biological monitoring for protected species and common wildlife species during the construction phase of the project be conducted?*
45. **6.4 Coastal Resources:** *Will the GA DNR coastal consistency review comments for requested mitigation measures, which are to be included in the final EIS, be available for review?*

CR-11
WR-17
BR-47
BR-57
BR-62
CO-10

O0019

GENERAL COMMENTS REGARDING DEIS

1. Since it impacts the DEIS, what is the status of negotiations between Camden County and Union Carbide with regard to the 2015 draft option agreement (DOA) for purchase of the Union Carbide property? The duration of the DOA was two calendar years and thus it expired in June 2017 unless it was finalized and executed. Is there a current OA document under review and where is it available? Is there a draft purchase agreement under consideration for purchase of the Bayer CropScience property?GC-14
2. What due diligence efforts has Camden County performed, such as a Phase I Environmental Site Assessment (ESA) or Phase II soil and/or groundwater investigation, at the Union Carbide (now Dow) property, or at the Bayer CropScience property? An ASTM compliant Phase I ESA is required to support an innocent landowner defense and documentation of a bona fide purchaser. Are these efforts in the planning stage?HW-24
HW-51
NP-72
3. The draft DOA states that Union Carbide will be responsible for the completion of remediation required by the Hazardous Waste Permit for currently known solid waste management units (SWMUs) and similarly for the remediation of newly discovered releases, areas of concern (AOCs), SWMUs, or other environmental conditions, which resulted from Union Carbide's activities prior to closing. Thus, it appears that Camden County is depending on the long-term support from Union Carbide to continue to address outstanding environmental issues, those that are the result of Union Carbide activities. What mechanisms has Camden County considered to limit future environmental liability for investigations and cleanup that may be discovered post sale, but which cannot be directly or clearly attributable to Union Carbide? Does Camden County have a listing of areas to be investigated and/or remediated as agreed by Union Carbide and/or by Bayer CropScience at this time? Where do these locations lie with respect to the proposed Spaceport construction activities and do they include SWMU 8 and SWMU 9?HW-52
4. Is there a concern regarding the long-term viability of Union Carbide with regard to meeting financial obligations for the legacy environmental issues at the proposed Spaceport purchase property? Camden County is at risk by purchasing this property. If Union Carbide were no longer a viable entity, which can happen to any corporation, Camden County would be responsible for all ongoing liability and costs of this RCRA site.GC-15
5. If the proposed Spaceport property is not purchased under the Brownfield Program as noted in the DEIS, Camden County will be purchasing an RCRA-regulated site and will be fully liable, per GA DNR rules and regulations, for assessment and cleanup of soil, source material, and groundwater contamination on the property or off site that exceeds applicable RCRA standards. Regardless of any and all agreements with Union Carbide or others, GA DNR will look to Camden County as the responsible entity.GC-16
6. The DOA states that the parties will work cooperatively to try to modify institutional controls and/or engineering controls currently imposed on the property, for example, in an effort to remove the existing Environmental Covenant that prohibits the use of groundwater under the site. How important is the successful resolution of this issue, which is noted in multiple locations in the DOA and DEIS? If not successful, and the groundwater use remains restricted, how will this impact Camden County's decision to purchase the property and the planned Spaceport construction and/or operation?

O0019

7. Environmental Insurance is a requirement of the DOA. Per the DOA, Camden County must attempt to obtain a pollution legal liability insurance policy to cover pre-existing environmental conditions that is satisfactory to Union Carbide. The policy terms specified are seven years and for a limit of not less than \$10,000,000. Environmental Insurance of this type is often difficult to obtain, especially if there are unknown conditions and remediation costs are ill-defined, and it is extremely expensive. Has Camden County begun researching this requirement and the costs, which will be borne by the Camden County residents? GC-17
8. There is a March 25, 2015, Technical Review from Georgia DNR, which is a letter from GA DNR to Mr. Timothy King, Union Carbide Corporation, regarding the MEC and FFI Corrective Action at the Union Carbide facility. The letter discusses the site's cleanup status based on the review of reports and corrective action plans (CAPS). Specifically, based on the reviews, GA EPD determined that additional investigative work must be completed to fully define the nature and extent of releases from SWMU-3, SWMU-7, and SWMU-1A, which includes investigation of potential environmental contamination from munition constituents (MC). Which reports include the results of the efforts, and has GA EPD agreed that the work is complete? NP-77
9. An area called The Rocket Test Pit was reportedly used to test solid rocket boosters and "various ordnance products." Have soil and groundwater samples been collected and analyzed and any impacts fully remediated to appropriate background concentrations, both horizontally and vertically, and to GA EPD's approval for all potentially present (energetic) MC, metals, and perchlorates? Where is this information referenced in the DEIS? NP-77
10. What is the status of a comprehensive risk assessment that was required to be performed to properly assess the risk to human health and the environment? It was requested of Union Carbide in both EPA's Technical Review letter (12/17/14) and GA EPD's CAP letter (11/19/13). NP-77
11. Has the RFI Phase III Workplan been provided to GA EPD and approved and implemented? If so, has the RFI Phase III Report been submitted and the June 6, 2014, draft CAP been revised to include the RFI Phase III Report? Can you please summarize the current status as of 2018 of Union Carbide's RCRA compliance with their Hazardous Waste Permit (Part B Permit-HW063(D)) in the DEIS and what efforts are anticipated to be ongoing during the remainder of 2018 and 2019, including on-site remediation? NP-77
12. The DOA between Camden County and Union Carbide notes that ongoing access is going to be needed by Union Carbide in order for them to meet their GA EPD permit long-term obligations for maintenance, repairs, monitoring, and corrective action of the hazardous waste units and SWMUs. Has Camden County considered how that ongoing effort may be disruptive and also potentially compromise sensitive, confidential, or proprietary launch-related information such that an unacceptable risk is incurred by the launch operator and/or Camden County? LU-11
13. Has a baseline environmental assessment, Phase II site assessment, or any initial investigation been conducted by Camden County on the Union Carbide property to identify the impacts of current soil, groundwater, sediment, and/or surface water contamination on the property to be purchased? Any initial effort could also focus on the Bayer CropScience property, which has little available information. It appears that groundwater generally flows from Bayer CropScience across the Union Carbide site and to Todd Creek or to other wetlands. HW-51
14. The existing restrictive covenant on the Union Carbide property prohibits the use of groundwater for drinking water or for any other non-remedial purposes. Where does Camden County propose to obtain potable water for Spaceport if the environmental covenant cannot be removed? If Camden County is pursuing the use of groundwater from water pumped from the NP-13

O0019

Bayer CropScience property as noted in the DEIS, what is the estimated cost for the pipeline installation, treatment equipment, permitting, and long-term permit monitoring and reporting required to use the Bayer CropScience groundwater?

—NP-13

15. A 2015 Site Characterization Report, prepared by CH2M for Union Carbide, discusses known archaeological and cultural features on the Union Carbide site, as well as high-priority habitats and species (i.e., loblolly pines, deer, coyotes, gopher tortoises). This report also includes known wetland areas that require restoration. Restoration activities may not be part of the environmental remediation process for soil and groundwater impacted by prior site operations. At what point would liability for Todd Bank and other wetland area conservation transfer to Camden County? Will site construction and/or operations of the Spaceport have continuing impacts to these areas following restoration? Will Camden County be required to monitor in perpetuity the conditions of the streambanks and make repairs as necessary as indicated in the Union Carbide Hazardous Waste Permit?
16. Did the DEIS consider that unidentified impacts could exist based on Thiokol waste disposal activities? According to the January 14, 2011, Responses to Comments and Revised Permit Renewal Application, Permit HW-063(D), Union Carbide Corporation, Woodbine, Camden County, GA EPA ID No. GA981235294, Thiokol did not provide Union Carbide with a record of materials that they disposed of in the RCRA post-closed landfill. Have the groundwater and/or subsurface soils been screened for other potential contaminants of concern beyond those identified by Union Carbide?
17. The January 14, 2011, Responses to Comments and Revised Permit Renewal Application, Permit HW-063(D), Union Carbide Corporation, Woodbine, Camden County, GA EPA ID No. GA981235294, states that an active remediation system will be installed to reduce concentrations of constituents and provide an added measure of long-term protectiveness of potential downgradient receptors. Specifically, this system will include intercepting the contaminated groundwater plume so there are no constituents of concern (COCs) with concentrations above their specific groundwater protection standard (GWPS) or alternate concentration limits (ACLs) at the point of compliance/point of exposure (POC/POE) wells for the current off-site discharge-based site water-use scenario(s). The POE for the site is Todd Creek under current conditions. Where is the proposed location of this remediation system in respect to the proposed Spaceport location? Will the Spaceport location impact the installation of the remediation system in a location to optimize system effectiveness in treating the groundwater plume?
18. As noted in the DEIS, hydrazines (MMH and UDMH) and nitrogen tetroxide (NTO) will be stored on the launch center for payload processing. Both are very reactive and toxic chemicals and hazardous to the environment if released. While they are not released to the environment (air) as part of the initial launch activities, they could be released through mishandling or an accident on site. They could also be released if a launch fails and the payload falls on the islands or in the estuary.
19. Potential Creek and Marsh Dredging is a concern on the Bayer CropScience property. Does the Spaceport have plans to utilize the Bayer CropScience dock? Further, has investigation been performed to identify potential contamination in the sediment at the existing port? If so, what are the impacts? Dredging and other construction presumably would be required in this sensitive environment in order to use the dock. Would dredging be permitted?

—GC-18

—HW-16

—HW-53

—PA-22

O0019

20. Have changes in sedimentation profiles and potential impacts to the ecosystem that might result in large-scale dredging of Floyd Creek, for example farther downstream closer to Kings Bay Naval Base, or around Jekyll, LCI, and Cumberland Islands and St. Andrews Sound, been considered in the DEIS? Dredging and related (perhaps unanticipated) bank erosion could potentially contribute to leaching of contaminated soils into waterways. PA-22
21. The potential migration or spreading of hazardous waste is a concern during construction and future operations. It is our understanding that there is perchlorate contamination (a hazardous waste) on the site in concentrations and amounts that are unacceptable and that require cleanup. If so, to what are they attributed? Has the vertical and horizontal extent of these impacts been defined to GA EPD's satisfaction? Will the perchlorate be cleaned up and approval for "No Further Action" be received from GA EPD before construction starts? If not, what are the risks to the workers and the ongoing risks to the environment of the release of these contaminants, which are being cleaned up at many military bases and other facilities in the country? HW-16
22. The potential for salt water intrusion is always a concern in a coastal environment. The Spaceport will apparently require significant quantities of fresh water that presumably will be withdrawn from the Bayer CropScience site. Would the additional, large-scale withdrawal of fresh water from the regional aquifers contribute to the potential for local saltwater intrusion into the existing cones of depression in the fresh water aquifers? Has this question specifically been evaluated by GA EPD? Could this anticipated new high demand on the existing aquifer perhaps negatively impact the future availability of fresh water for Camden County residents? WR-07
23. Impacts to local businesses are a concern as noted in the DEIS. Closures of the Intracoastal Waterway and possible island evacuations will obviously impact residents and visitors to the various nearby islands, potentially including Jekyll, Little Cumberland, and Cumberland Islands. There is going to be an undefined but substantial impact on tourism, thus impacting revenue for these coastal areas. Also, how will the Spaceport activities, with the restrictions on access, impact local businesses and business activity at the Port of Brunswick, Georgia, which is only a short distance away? SO-10
SO-21
SO-22
SO-23
SO-24
24. Have tax incentives been discussed or proposed to attract launch operation companies, such that the residents will end up paying a share of the ongoing costs for infrastructure upgrades and maintenance and other ongoing costs as a result of the Spaceport operations? NP-02

O0020

From: Stacey.Zee@faa.gov
Sent: Friday, June 15, 2018 9:31 AM
To: susdev@gate.net
Cc: FAACamdenSpaceportEIS
Subject: RE: Added text on page 2 of our 6-page statement - see below

Yes – not a problem David.

Thanks.

From: David Kyler [mailto:susdev@gate.net]
Sent: Friday, June 15, 2018 10:29 AM
To: Zee, Stacey (FAA) <Stacey.Zee@faa.gov>
Subject: Added text on page 2 of our 6-page statement - see below

Stacey –

If possible, please add the brief highlighted sentences (shown below) to page 2 of our 6-page comments submitted yesterday, June 14.

Please advise if this minor amendment can be accepted and entered into the record of review for the DEIS.

Thank you. ~ David Kyler

GROSSLY UNDERSTATED DANGER ZONES

It is our understanding based on research presented at “Spaceportfacts.org,” which compares maps of actual real world launches with the maps displayed at “Spaceport Camden”*, that the “hazard zone” [launch danger zone, or LDZ] area for the smallest rocket to be launched from “Spaceport Camden” is twice as large as depicted in the DEIS (*Exhibits ES-5 and ES-6*).

* (See <https://www.spaceportfacts.org/their-maps---our-maps>)

To consider the “smallest-possible” instead of the “most-likely” danger-zone profile grossly under-represents adverse impacts to the surrounding communities. The feasibility of launches from the proposed location on Harriett’s Bluff, hazards and evacuation costs to the public, and the endangerment of public and private property, cannot be accurately evaluated until the launch danger zones for the prospective rockets are properly represented.

As with the above questions regarding public need, absence of reliable information about risks and evaluation expenditures linked to LDZs make it impossible to determine the proposed activity’s net benefit (if any) because a reliable basis for cost assessment is not provided in the DEIS. It should be noted that a properly depicted, expanded LDZ would likely raise the specter of risks to the south end of Jekyll Island State Park, including commonly occupied areas. Such added risks associated with accurate depiction of LDZs significantly compound hazards to the public already suggested by the DEIS.

SA-05
PA-44

O0020

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*Advocating responsible decisions that sustain
Coastal Georgia's environment and quality of life.*

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O0021



June 12, 2018

Union Carbide Corporation

A Subsidiary of The Dow Chemical Company
PO Box 8361
3200/3300 Kanawha Turnpike
South Charleston, WV 25303
U.S.A

Ms. Stacey M. Zee
FAA Environmental Specialist
Spaceport Camden EIS
c/o Leidos
2109 Air Park Road SE
Suite 200
Albuquerque, NM 87106

Re: Union Carbide Corporation Comments
Spaceport Camden Draft Environmental Impact Statement (EIS), Camden County, Georgia,
March 2018

Dear Ms. Zee:

Union Carbide Corporation (UCC) has reviewed the Spaceport Camden Draft Environmental Impact Statement and is offering the following comments for your consideration. UCC is the current owner of the property on which the Spaceport Camden project would be located.

- 1) Based on our understanding of Georgia environmental regulations the comments referencing the Georgia Brownfields Program do not appear to be accurate. Changes to the following are recommended:
 - a) Pg 19, Table ES-1, Row “Hazardous Materials, Solid Waste, and Pollution Prevention” and column “Proposed Action” – Delete Current Text: *“Once the land is acquired by Camden County, the potentially contaminated sites would likely be managed under the Georgia Brownfields Program. In this case the new owner (Camden County) would be responsible for soil and groundwater investigations and management of soil and source material that are above Georgia risk reduction standards. This would involve preparing a Corrective Action Plan, which would work like a contract for soil and groundwater cleanup at these sites in accordance with State of Georgia requirements.” Replace Current Text With: “Once the land is acquired by Camden County, the potentially contaminated sites could continue to be managed under the existing hazardous waste facility permit, or it is possible that another state program such as the Georgia Brownfields Program could be utilized. Also, the county as the owner of the property would be responsible for any restrictions placed on the property as part of state approved corrective actions for the historical sites.”*
 - b) Pg 3-112, Lines 1 to 9: Replace Current Paragraph With: Same text as in 1a.
 - c) Pg 4-34, Lines 11 to 16: Replace Text With: Same text as in 1a.
- 2) Pg 28, Lines 4 & 5: The text on these lines is in error. **Delete Current Text:** *“..a closed landfill operating under a Resource Conservation Recovery Act post closure care permit, and...”* No replacement text is needed because the closed landfill is excluded from the land under consideration for the Spaceport.
- 3) Pg 3-43, Line 43: The text on this line is in error. **Delete Current Text:** *“...which ends on 6 June 2021.”* **No replacement text is needed.**

—HW-25

O0021

- 4) Pg 3-44, Lines 7-8: The text on these lines is not entirely correct based on our references. **Delete Current Text:** "The Department of Defense operated at the site in 1965 and the first 3-million-pound-thrust solid propellant rocket motor was manufactured and tested at the site." **Replace Text With:** "In 1962, Thiokol Corporation purchased the property for the production and testing of solid rocket motors for the National Aeronautics and Space Administration (NASA)." Reference: Draft Munitions and Explosives of Concern RCRA Facility Assessment (CH2M HILL, August 2007).
- 5) Pg 3-44, Lines 18-19: Text on these lines is in error. **Delete Current Text:** "In 2001, Union Carbide merged with Dow, and Dow continues to operate and maintain the landfill." **Replace Text With:** "In 2001, Union Carbide became a wholly owned subsidiary of The Dow Chemical Company. Union Carbide continues to maintain the closed landfill."
- 6) No Further Action (NFA) designations are discussed as proposed for Empty Drums, Loop Road and SWMU 6. Based on the current permit (June 2017) all SWMUs other than SWMU 8, SWMU 9, and the closed landfill (SWMU 1) are approved for NFA. Reference: Amendment to Hazardous Waste Facility Permit No. HW-063(D), Union Carbide Corporation ID No. GAD981235294 (Georgia Department of Natural Resources, Environmental Protection Division, Issuance Date June 7, 2017). Specific changes requested:
 - a) Pg 3-47, Lines 10-11: Add To End of Line 11: "Based on the amended hazardous waste facility permit (No. HW-063(D)) issued June 7, 2017 no further action is required for this area."
 - b) Pg 3-47, Line 25: Add To End of Line 25: "Based on the amended hazardous waste facility permit (No. HW-063(D)) issued June 7, 2017 no further action is required for this area."
 - c) Pg 3-47, Line 43: Add To End of Line 43: "Based on the amended hazardous waste facility permit (No. HW-063(D)) issued June 7, 2017 no further action is required for this area."
 - d) P 3-49, Table 3.7.1: Change status of SWMU 2 and SWMU 5 To: "No Further Action"
- 7) Page 3-47 Line 4: Text on these lines is in error. **Delete Current Text:** "(Note: Available information does not provide details as to how/if items discovered, such as the empty drums, were managed or disposed of)". **Replace Current Text With:** "Drums were removed over a 4-week period during the Phase II RFI." Reference: Phase II RFI Letter (Apex Environmental, February 14, 1996).
- 8) Page 3-47, Line 19-20: Text on these lines is in error. **Delete Current Text:** "(Note: Available information does not provide details as to how/if items discovered, such as the empty drums, were managed or disposed of)". **No replacement text is needed** as no drums were found in the Loop Road Equipment & Material Surface Storage. Reference: Focused Field Investigation Report, Solid Waste Management Units and Past Industrial Use Areas, UCC Woodbine (CH2M HILL, August 2008).
- 9) Consider adding a note to the following locations that groundwater use is presently restricted:
 - a) Pg 3-111: ADD TEXT FOLLOWING LINE 25: "A deed restriction currently prohibits groundwater use from the UCC property."
 - b) Pg 4-126: ADD TEXT FOLLOWING LINE 34: "A deed restriction currently prohibits groundwater use from the UCC property."
- 10) The referenced document *Munitions and Explosives of Concern Corrective Action Plan* (CH2M HILL, 2012) was not approved for implementation. Some information provided in the CAP may not be

HW-25

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final, such as the selected alternative or institutional controls. Revisions are requested to more accurately reflect the current status.

Specific references include:

- Pg 3-46, Lines 9-37: ADD TEXT FOLLOWING LINE 37: "Georgia Environment Protection Division has indicated that the CAP will require revision and will need to be resubmitted. Based on meetings between Georgia and UCC in May 2018, UCC anticipates that the approved remedy will be substantially similar to Alternative 1."
- Pg 3-48, Lines 24-26: ADD TEXT FOLLOWING LINE 26: "Georgia Environment Protection Division has indicated that the CAP will require revision and will need to be resubmitted. Based on meetings between Georgia and UCC in May 2018, UCC anticipates that the approved remedy will be similar to Alternative 2."
- Pg 4-37: Lines 20-24: DELETE TEXT ON LINES 20 TO 24. Replacement text is not recommended because the details regarding the specific types of clearances have not been established and will likely vary from the deleted text.

—HW-25

Thank you for your consideration of these comments. If you have questions or concerns, please contact me at (304) 747-3763 or Matt Boekenhauer at (414) 847-0437.

Sincerely,



Timothy A. King
Sr. EHS Remediation Manager

Cc: Matt Boekenhauer/Jacobs



O0022



BRUNSWICK-GOLDEN ISLES CHAMBER OF COMMERCE

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June 14, 2018

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

Dear Ms. Zee,

The Brunswick-Golden Isles Chamber of Commerce is committed to promoting a positive economic climate in Coastal Georgia through the support and initiation of projects and programs benefiting the community's welfare. Without reservation we believe Spaceport Camden advances this goal, as we are also strong advocates for our region.

Glynn County, located just north of Camden County, is a community of 85,000 residents in the City of Brunswick and the unincorporated mainland, including our four barrier islands, St. Simons Island, Jekyll Island, Sea Island, and Little St. Simons Island. We benefit tremendously from tourism, especially on our barrier islands. Sea Island is the home of the Forbes Five-Star rated Cloister Hotel, and numerous vacation properties are located on St. Simons Island, such as The Lodge, the King & Prince Beach and Golf Resort, Sea Palms Golf and Tennis Resort. As well, Little St. Simons Island is home to The Lodge on Little St. Simons Island. While we enjoy a very strong diversified economic base mixed with retail, service and manufacturing industries, it is a fair assumption our hospitality industry is the strongest sector.

Spaceport Camden is poised to stimulate Camden County's economy, as well as Southeast Georgia's through new investment and expansion of employment opportunities. Additionally, the establishment of a Camden Spaceport will definitely impact all aspects of Camden's economy, not to mention attract new talented residents, including well-educated engineers that will increase the STEM opportunities in our schools. While Camden County's tourism impact will be minimal to its two barrier islands of Little Cumberland (private, with one resident claiming permanent residency) and Cumberland Island (federally owned, with two permanent residents), that factor should positively impact the EIS for Camden Spaceport. Certainly, the rest of Camden's hospitality industry located in Woodbine, Kingsland and St. Marys will benefit greatly by the establishment of Camden Spaceport.

Because coastal Georgia realizes the potential benefits from Spaceport Camden, the project has received enthusiastic and broad support throughout our coastal counties, including the State of Georgia. On behalf of the Brunswick-Golden Isles Chamber of Commerce and our 1,200 members, we hope the FAA will move quickly to a record of decision on the Spaceport Camden EIS and approve Camden County's launch site operators' license.

Sincerely,

A handwritten signature in blue ink, appearing to read "M.H. 'Woody' Woodside".

M.H. "Woody" Woodside
President

BRUNSWICK - JEKYLL ISLAND - LITTLE ST. SIMONS ISLAND - ST. SIMONS ISLAND - SEA ISLAND, GEORGIA

Final Environmental Impact Statement

Spaceport Camden

00022



A.1.2.2.5 Individual/Private Citizen Comments

I0001

From: Kristi Eide
To: FAACamdenSpaceportEIS
Cc: senator@jackson.senate.gov; Senator David Perdue
Subject: EXTERNAL: NO to rocket launches in Camden County
Date: Wednesday, May 02, 2018 3:09:41 PM

Hello, As the daughter of a longtime FAA employee, I'm so ashamed of the FAA's endorsement of The Spaceport in Camden County Georgia. I have read about the expected number of times that the noise level will reach the 180 decibel level. This is outrageous and shows a total lack of commitment to preserving the natural beauty without noise of Cumberland Island.

These decisions are made by individuals, and you individuals are so disconnected from nature and natural rhythms of our planet. You all represent the ones who will destroy the planet in the name of economic growth. It's a disgrace to our heritage and our responsibility to be proper stewards of the planet.

Human beings can put ear protection on their head. Oh yeah, just what we want to carry around with us as we enjoy the beach. Not. And no mention of the impact to the animals?!... how sad that people can totally disregard the noise impact to an animal or a bird... animals have no escape and no understanding. Your decisions suck.

]-BR-01

I will do my best to make sure you senators will never be reelected.

Kristi Eide
[REDACTED]

I0002

From: bmankin@████████
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment submission
Date: Wednesday, May 02, 2018 12:49:57 PM

Ms. Stacey M. Zee
FAA Environmental Specialist
Spaceport Camden EIS

Dear Ms. Zee,

Thank you for providing an opportunity for concerned citizens to comment on the proposed spaceport in Camden County, Georgia.

I am completely and unalterably opposed to this ill-conceived idea. The location will forever destroy the quiet of the Cumberland Island National Seashore wilderness experience, and will threaten the natural environment and wildlife in the potential zone of overflight. Cumberland Island National Seashore and Wilderness are not expendable like another spent rocket booster. Cumberland Island is a jewel not only of the Georgia coast, but of the entire American coast. Like any unit of the National Park System, it deserves the respect and protection its designation requires. The proposed spaceport is simply incompatible with Cumberland Island.

BR-04

I would like to add that the noise and physical threats posed by launches and engine tests are not made acceptable simply by virtue of their infrequency. Such intrusions and threats will be significant and disruptive – both to human visitors and ecologically - and cannot be excused merely because they won't be constant.

NC-01

Please take my concerns into account as you deliberate.

Thank you, again.

10002

Sincerely,

William E. Mankin

William E. Mankin

[REDACTED]
[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

I0003

From: janetheath@[REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Sunday, April 29, 2018 6:25:23 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

Please could you place copies of the Draft EIS in the Bryan Lang Historical Archives in Woodbine, Georgia for the citizens in the northern 1/2 of the geographic area of Camden County to have access to the document? 10,000 citizens who would be most greatly impacted by development of the Thiokol Chemical Plant site in Woodbine do not have adequate internet service and are at great distances to the Camden County Library in Kingsland. The Bryan Lang Archives was a contact point for your archaeological references and definitely should have been included as a public site for a location of the draft EIS. I would also recommend that you contact Dr. Diana Very at Three Rivers Regional Library System in Jesup, Georgia dvery@trrl.org to consult about locations of the document in other coastal and just inland libraries in our region. Thank you.

]-NP-01

]-NP-81

Final Environmental Impact Statement

Spaceport Camden

I0004

From: janetheath@[REDACTED]
To: FAACamdenSpaceportEIS
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Thursday, April 19, 2018 10:03:57 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I am most alarmed that the FAA project leads did not allow the public to be present at the April 11 Wednesday 1 PM meeting in the Camden County Commission room when there was a meeting with concerned citizens about the safety of their homes and property during launches. This should concern all citizens and especially all who want to protect Cumberland Island. The discussion could have been most beneficial to all of us who are trying to keep abreast of the Space Port planning and information as it comes available. The PRESS definitely should not have been dismissed from the room and any citizen wanting to listen should have been allowed. I believe the people of Camden County deserve an apology - our tax dollars are paying for this most expensive project - to the extent that county departments and services are being cut to cover the bills. No new services can be offered. I think we are at the point that the County will have to issue bonds to continue funding - clearly citizens need all the information available to be able to pass continued funding for Space Port Camden. We do not see the assurance of a timely return on the tax dollars spent. While the Environmental Impact Statement does not deal with the economics of the project, I find it difficult to separate - If you approve a license and development of land disturbs the land fill, or fill dirt must be brought in creating different water flow, or launches vibrate the land to create different flow of contaminants, then we have a situation that will be most difficult and expensive to remedy. The Draft Comment Period should allow ANYONE to participate in all meetings.

PI-01

NP-02

PI-01

Final Environmental Impact Statement

Spaceport Camden

I0005

From: plcdeveau@████████
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Sunday, April 15, 2018 5:01:15 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I am a second home owner on St. Simons Island who values and enjoys the beauty, history and environmental landscape of coastal Georgia's marshes, rivers, barrier islands and Atlantic coastline. I have no scientific evidence to present in opposition to the Spaceport -- just a deep heartfelt love for this unique place in America and concern that this national treasure would be ruined over Camden County's desire for a few more coins of revenue. Instead of justifying the Spaceport, I urge you to please offer the County some strong suitable economic alternatives so they can move off this ridiculous dangerous project and undertake more suitable sensible economic development. Thank you.

P.S. I AM concerned, too, that a mis-launched rocket could affect Georgia's Golden Isles and Savannah.

AL-03
SA-03

Final Environmental Impact Statement

Spaceport Camden

I0006

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: Message from www.faa.gov: faacmdenspaceporteis@leidos.com
Date: Thursday, April 12, 2018 2:57:46 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I, Daniel Parshley, have previously requested at public hearings for comment on the Environmental Impact Statement (EIS) that the EIS include a launch failure scenario for a nuclear payload. The EIS does not specifically state nuclear payloads will not be allowed and nuclear materials are not addressed in the list of hazardous materials.

PA-02

Please explain why the EIS is not addressing public comments in a Responsiveness Summary.

—PI-02

Furthermore, the EIS web site provided documents that are not searchable by term. If the EIS is not searchable, the document should be indexed by words and where they are used.

—NP-03

Overall, the document is substandard on many levels, incomplete, and unresponsive to the public comments and concerns presented at Public Hearings held for the very purpose of producing an EIS. The document is selective in the nature of the subject matter addresses and the scope of risks. The current draft does not meet the spirit or intent of the EIS process.

Final Environmental Impact Statement

Spaceport Camden

I0007

From: suzanne.burnes [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Wednesday, April 11, 2018 9:56:05 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I have grave concerns about the negative environmental impacts of the Spaceport Camden on the fragile and rare ecology of the coast of Georgia, specifically to our national treasure, Cumberland Island. My family has visited Cumberland many times, and hold it dear as one of the most special, protected places we have left. We owe it to our grandchildren to prevent the vibration, noise, heat and light impacts on these ecosystems that a spaceport will inevitably bring. Please consider less-sensitive sites for these type of facilities instead.

]-AL-02

Final Environmental Impact Statement

Spaceport Camden

I0008

From: Ralph Fischer
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Not a good place.
Date: Tuesday, April 10, 2018 4:53:15 PM

Dear Officials,

I believe that a spaceport should not be located where the possibility of fallout can land on Cumberland Island. It is a major safety concern when you have people enjoying a wilderness area and can't be warned of the danger.

AL-02
—SA-04

Wilderness areas on our earth and especially in this part of North America can not be replaced. We can always explore outer space but we can't replace an healthy ecosystem or create a wilderness area.

Sincerely,
Ralph Fischer

Final Environmental Impact Statement

Spaceport Camden

I0009

From: Morgan Viars
To: spaceportcamden@co.camden.ga.us; FAACamdenSpaceportEIS
Cc: [REDACTED]
Subject: EXTERNAL: Floyd Family
Date: Monday, April 09, 2018 12:24:22 PM

Good Afternoon,

I recently went to the 65th Floyd Family Reunion. We were able to visit the old family cemetery and the monument dedicated to General Charles Rinaldo Floyd. The family also wanted to visit the anchor house ruins, part of Bellvue Plantation, but we were not able to do so for some various reason(s). I'm sure you might be wondering how this pertains to the proposed site for SpacePort. Well, you are about to build SpacePort's Vertical Launch Facility on the same property that these landmarks reside upon.

What the family and I are interested in is what are you proposing to do with monuments when you start breaking ground? Are you going to move them? There are nine marked graves in the walled portion and a supposed 12 more that are not marked nor within the confines of the walled cemetery. If you do not plan on relocating the monuments, will the family still be able to visit these locations? Of course we understand it will not be an open-door policy. The reunion is held the Saturday following Easter Sunday, every year, and we would like to include a trip to these locations.

[REDACTED]-CR-02

Thank you for your time and consideration,

Morgan Viars

[REDACTED]

<http://www.glynneng.com/~thecrypt/history/floyds.htm>

<http://files.usgarchives.net/ga/camden/cemeteries/floyd.txt>

https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/media/Proposed_Action_Activities_low_508.pdf
This email and any attached files are confidential and intended solely for the intended recipient(s). If you are not the named recipient you should not read, distribute, copy or alter this email. Any views or opinions expressed in this email are those of the author and do not represent those of Builders Wholesale. Warning: Although precautions have been taken to make sure no viruses are present in this email, the company cannot accept responsibility for any loss or damage that arise from the use of this email or attachments.

Final Environmental Impact Statement

Spaceport Camden

I0010

From: cecelia[REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Thursday, April 05, 2018 4:25:49 PM

This email was sent through the Federal Aviation Administration
the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environment

Message:

I am concerned about the irreplaceable historic cemetery and a General John Floyd, a very prominent citizen of Camden County it was built in that shape. All that is left is a ruin and the information about the planned spaceport.
descendants to visit the cemetery. I would like to know where t cemetery and anchor house. Their destruction would be a tragic

]—CR-03

Final Environmental Impact Statement

Spaceport Camden

I0011

From: rangerrt [REDACTED]
To: FAACamdenSpaceportEIS
Subject: Message from www.faa.gov: faacmdenspaceporteis@leidos.com
Date: Wednesday, April 04, 2018 10:22:19 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I have reviewed the Draft EIS and find the impacts to Cumberland Island National Seashore to be incomplete and poorly thought out. Visitors and residents will be severely impacted and even endangered by launches, tests, rehearsals and the potential failure of a launch vehicle. There is no evaluation of staffing needs (and no increased budget) for the NPS to perform evacuations and clearing of visitors and residents. This EIS has done an inadequate job of fully evaluating the impacts to the park.

]-SO-02

I0012

From: gail farley
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Camden Spaceport
Date: Wednesday, March 21, 2018 11:20:31 PM

Camden Roundtable (St Marys, GA) presented several speakers for Camden Spaceport.

Two comments/questions (time ran out for room rental):

1. South Georgia University spokesman suggested that Camden County neighbor - Kings Bay Submarine Base (US host for Ohio-class nuclear submarines) is an asset as 'they're in the rocket launch business' just as Camden Spaceport would be in the 'rocket launch business'. He suggested synergies? personnel hires from Base?

Question is: What does Kings Bay Submarine Base have to say about possibility of having a commercial spaceport in same general vicinity?

What's their official position on possibility that an errant rocket could land on a nuclear submarine?

NP-04

2. Program offered that several Billionaires (Richard Branson, Elon Musk, etc) self-fund their projects. Who will pay for Camden Spaceport??? This is the bottom-line question that is asked the most.

The Camden Roundtable program did NOT address this question.

PA-03

Thank you,

Gail Farley



Final Environmental Impact Statement

Spaceport Camden

I0013

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: Message from www.faa.gov: FAACamdenSpaceportEIS@Leidos.com
Date: Tuesday, March 20, 2018 5:05:18 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I recently retired as the Planning Director of Kingsland. I have a Masters of City Planning from Georgia Tech and have specialized in economic development and site location. The Bayer/ Union Carbide property has piqued my interest as a potential spaceport since 2011, before I became aware of other local interest. It is to the best of my knowledge, the only site on the east coast that is capable of supporting the development of a new spaceport. Its relative isolation, natural buffers, historical development and location make it an ideal location to supplement Cape Kennedy as America's commercial spaceport of choice. Health and Safety - The proposed site has a history that limits its suitability for most uses. The proposed action would conserve most of the site as buffer, thus making use of the property while at the same time protecting the natural habitat and protecting humans from the residuals of past uses.

Noise – Except for pile driving, there appear to be no construction period noises that would create any offsite annoyance. Maximum LMax contours do not show any danger to exist offsite. There may be annoyance, but given the short duration, limited number of times a year and limited number of persons impacted and that with notification, the impact should be no greater than the existing Navy helicopter flyovers of Kingsland and St Marys residential areas. The unweighted noise levels would appear only to affect potential historic sites on the proposed location. Some documenting and possible mitigation should be provided for these if they are not already beyond the point of conservation. Sonic booms would appear to be mostly offshore where they would be the equivalent of launches from Cape Kennedy and Wallops Island.

Noise impact to Cabin Bluff should be mostly disregarded. While noise would be disturbing to the otherwise quiet setting, the nature of the guests at Cabin Bluff would generally include an appreciation of space exploration. Also Cabin Bluff has been on the market and its continuation as a tranquil retreat may be limited. Any other development would be after a decision on the spaceport and could be designed to accommodate the noise proximity. Currently there is very little residential activity in that vicinity.

Likewise, noise impacts to Little Cumberland Island should be qualified by the fact that covenants do not allow for homes there to be primary residences. Although the Settlement appears to be beyond physical impacts of noise, monitoring during launches would help in proving or denying any claims that might be made of damages and nuisance.

Endangered Species - Cape Kennedy, Wallops Island, and Vandenberg prove that rare and endangered species and spaceports can thrive together. Only terrestrial animals would appear to have any measurable potential impact from construction and operation of the proposed action. The footprint of the proposed action is small enough that the potential is very small. Indeed, the proposed action would protect large areas of the site from development and thus serve to protect any members of endangered and threatened species that may live within the site ROI.

Air Quality – There would be negligible air pollution in a very remote area.

Cultural Resources – There would be negligible impact beyond noise and vibration. Night glow and visual impact from the proposed spaceport would be much less than that from Kings Bay which is clearly visible from Cumberland Island. Fishing resources are abundant. The closure of some fishing areas during launches would create only a minor inconvenience. Closure areas on Cumberland are not used by visitors on a daily basis and there is a possibility of waiver for homeowners.

Soils and Geology - There is nothing unique to the site separate generally from the whole Georgia coast. There are a greater percentage of soils without severe development limitations within the proposed site than generally in Camden County. Impacts would be limited to the construction sites.

Wetlands – Wetlands are abundant in Camden County. The proposal impacts only a small percentage of wetland for which there will be appropriate mitigation.

Transportation – Projected increased traffic on I-95 is negligible. Increases on Harriets Bluff and Union Carbide Roads will be significant, but well below their capacity. Truck noise may be a nuisance during construction, but even during launch preparations will be below that experienced during the operation of Bayer Crop Science.

Airspace - Jekyll Island Airport is the most affected public facility. It has only a 3715' runway with no fuel or other support facilities beyond tiedowns. Traffic would probably increase prior to launches for those wanting to view them. St Simons traffic would have to be alternately routed during launch windows. Other airspace disruptions would be comparable to launches from Cape Kennedy and less than Wallops Island.

Based on this analysis, the impact from development of the proposed Spaceport Camden site would probably be equal to or less than these launches being held at Cape Kennedy or Wallops Island, the only other East Coast alternatives. I look forward to the potential for sitting in yard less than 12 miles away and watching satellites launched.

Sincerely
Ken Kessler

] CR-01

] NC-01

] AS-01

I0014

From: lou
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: No action alternative is my choice
Date: Saturday, March 17, 2018 4:04:52 PM

Having rockets launched over a national seashore, with closures required, and noise and safety concerns is absolutely the wrong thing to do. Since when have commercial businesses had preference over legislated national park units? Do not set this kind of precedent. I am amazed that this is even being considered. Or is public property a sacrifice zone when someone can make some money?

Trajectory drawings do not take into consideration the possibility of accidents happening outside that zone. Do we really want rocket malfunction near a nuclear submarine base? This is nuts.

If this is built, when are they going to say they have more business and need to make more than a dozen launches per year? And that will be approved too by FAA, or will anyone even ask before more launches take place?

Does it make any sense to put this facility in a hundred year flood plain, with sea level rising already? If people in New Mexico don't understand what is already occurring on the east coast, the environmental impacts are not accurately described. Less than 100 miles up the Georgia coast from the proposed spaceport site, the road to Tybee Island has been flooded, so there is no road access during that time. This is a consequence of sea level rising. And this spaceport project will store large amounts of toxic chemicals in a flood zone. A report just in the last year or two showed that Kings Bay Nuclear Submarine Base was one of the most threatened military installations by sea level rise. So why would you want to put a spaceport near it into the same situation?

Also, it is going to be very hard to clear the ocean in that area of all fishing boats, and private boats. Why should this spaceport project be able to stop fishermen from their livelihood, so rocket people can make money?

<https://weather.com/news/weather/video/aerial-view-of-us-highway-80-flooded-on-tybee-island>

Aerial View Of U.S. Highway 80 Flooded On Tybee Island

weather.com

Sean Compton got this footage of Tybee Road flooded in Tybee Island, Georgia yesterday.

Experts say the King Tides are the reason behind the extreme flooding and ...

Final Environmental Impact Statement

Spaceport Camden

I0015

From: rangerrb██████████
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: FAACamdenSpaceportEIS@Leidos.com
Date: Tuesday, March 13, 2018 4:20:33 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I have serious concerns of this proposal based on public safety and preservation of cultural and natural resources of Cumberland Island National Seashore. This is public land and the potential for impacts to pre- Columbian and historic resources, including sites listed on the National Register of Historic Places are significant.

As a frequent user of this National Park Service area, it will have severe impacts to my enjoyment of these public lands. This proposal should not be permitted.

]-CR-01

I0017

From: Catherine Ridley
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Opposing Spaceport Camden - please extend comment period
Date: Thursday, March 29, 2018 9:20:15 AM

Dear Ms. Zee,

I am writing to express my concerns about the proposed location of the Camden County Spaceport and ask that you extend the comment period to 180 days.

As I understand it, Spaceport Camden would be the only vertical launch facility in the US that launches over private property. With a rocket failure rate of 2.5%-6%, most failures occurring at the pad or shortly after launch, and the proximity of the pad to our salt marsh, Satilla River, and the Cumberland Island National Seashore, the risks to our treasured resources are much too great.

Furthermore, Spaceport Camden will disrupt businesses on Georgia's coast that depend on safe and reliable access to our ocean and other rural assets. Commercial and recreational fishermen and outfitters often use the creeks, streams, and ocean around and just offshore from the proposed location of Spaceport Camden. Additionally, hunt clubs and private property owners use the adjacent land for game hunting. Closure areas established for launches will prevent these activities on launch days and perhaps even on test days. These activities could be disrupted between 12 and 48 days per year. For a commercial fishing operation, or any business that relies on a limited season, these closures could be economically devastating.

In addition to commercial and recreational hunting and fishing, Spaceport Camden will disrupt visitors to the Cumberland Island National Seashore, Crooked River State Park, and potentially even Jekyll Island. There is a potential for the marine closure areas to interrupt shipping traffic to the Brunswick Port and operations of the US Navy.

Please accept this letter of opposition to the Spaceport Camden project. Due to the many risks and complex nature of the proposed project, I ask that you also extend the comment period to 180 days.

Thank you,
Catherine

Catherine Ridley

[REDACTED]

PI-02

SA-03

SO-03

-LU-02

-TP-01

PI-02

I0017

From: Catherine Ridley
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Opposing Spaceport Camden - please extend comment period
Date: Thursday, March 29, 2018 9:20:15 AM

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Furthermore, Spaceport Camden will disrupt businesses on Georgia's coast that depend on safe and reliable access to our ocean and other rural assets. Commercial and recreational fishermen and outfitters often use the creeks, streams, and ocean around and just offshore from the proposed location of Spaceport Camden. Additionally, hunt clubs and private property owners use the adjacent land for game hunting. Closure areas established for launches will prevent these activities on launch days and perhaps even on test days. These activities could be disrupted between 12 and 48 days per year. For a commercial fishing operation, or any business that relies on a limited season, these closures could be economically devastating.

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Please accept this letter of opposition to the Spaceport Camden project. Due to the many risks and complex nature of the proposed project, I ask that you also extend the comment period to 180 days.

Thank you,
Catherine

Catherine Ridley

[REDACTED]

PI-02

SA-03

SO-03

LU-02

TP-01

PI-02

I0017A_002

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Oppose Spaceport Camden - please extend comment period
Date: Thursday, March 29, 2018 12:42:20 PM

Dear Ms. Zee,

My name is Phillip David Edenfield I am writing to express my opposition to proposed location of the Camden County Spaceport and ask that you extend the comment period to 180 days. Obviously, this proposal has not been well thought through. It will put Cumberland Island, Little Cumberland Island, Jekyll Island, and our surrounding marshes and waterways at great risk.

Is there some reason Cape Canaveral can't be used? Is there a reason the space complex in Houston can't be used? Is there something unique to this spot that compels the state and county to build this complex in this spot only? As I understand it, Spaceport Camden would be the only vertical launch facility in the US that launches over private property. The failure risk is too high for and benefits that may be gained. Do you find it reasonable to evacuate an entire island and part of another every time a rocket is tested or launched?

[] AL-01
[] AL-02

I have been fishing the waters around St Simons and Cumberland Islands for more than 30 years. Putting our precious resources at risk and the lives of private citizens at risk for what will end up to be just a few jobs is lunacy. The spaceport is a bad idea.

Please accept this letter of opposition to the Spaceport Camden project. Due to the many risks and complex nature of the proposed project, I ask that you also extend the comment period to 180 days.

Please do not allow this project to go forward.

Thank you,

P.D.Edenfield
[REDACTED]

I0017A_003

From: Duressa Pujat
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Oppose Spaceport Camden - please extend comment period
Date: Friday, March 30, 2018 9:25:10 AM

Dear Ms. Zee,

I am writing to express my concerns about the proposed location of the Camden County Spaceport and ask that you extend the comment period to 180 days.

As I understand it, Spaceport Camden would be the only vertical launch facility in the US that launches over private property. With a rocket failure rate of 2.5%-6%, most failures occurring at the pad or shortly after launch, and the proximity of the pad to our salt marsh, Satilla River, and the Cumberland Island National Seashore, the risks to our treasured resources are much too great.

Furthermore, Spaceport Camden will disrupt businesses on Georgia's coast that depend on safe and reliable access to our ocean and other rural assets. Commercial and recreational fishermen and outfitters often use the creeks, streams, and ocean around and just offshore from the proposed location of Spaceport Camden. Additionally, hunt clubs and private property owners use the adjacent land for game hunting. Closure areas established for launches will prevent these activities on launch days and perhaps even on test days. These activities could be disrupted between 12 and 48 days per year. For a commercial fishing operation, or any business that relies on a limited season, these closures could be economically devastating.

In addition to commercial and recreational hunting and fishing, Spaceport Camden will disrupt visitors to the Cumberland Island National Seashore, Crooked River Station. All stakeholders need an opportunity to comment on the Spaceport in Camden.

]- PI-03

Thank you for your consideration.

Duressa Pujat, [REDACTED]

I0018

From: lcbuschman@████████
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: FAACamdenSpaceportEIS@Leidos.com
Date: Tuesday, March 13, 2018 5:30:42 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I oppose the spaceport. We have enough in Florida—we don't need more rockets—disturbing what we have left—and now the thought of launching over Cumberland Island is unacceptable. I live in St Augustine and can see launches from the south—now from the north? What about the impact on our environment? Our families, our lives?Unacceptable.

Final Environmental Impact Statement

Spaceport Camden

I0019

From: jtrot@████████
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: FAACamdenSpaceportEIS@Leidos.com
Date: Thursday, March 29, 2018 1:18:08 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I support all efforts to extend this comment period until more people are made aware of this proposed initiative and especially the opportunity to comment on its impact on the area.

The area affected is a unique natural treasure that should be preserved and protected.

Thank you.

Final Environmental Impact Statement

Spaceport Camden

I0020

From: jantrussell@████████
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Tuesday, April 10, 2018 7:50:15 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

Do not do this!

Final Environmental Impact Statement

Spaceport Camden

I0021

From: sahatchart@████████
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Tuesday, April 10, 2018 11:15:21 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

Please please do not destroy the land and wetlands near Cumberland Island of Georgia by installing a spaceport. This is a valuable ecosystem ~ home to creatures numbered beyond what I might express here. If you change or alter what's at the beginning of the food chain, you destroy all that might come after.

I0022

From: winnie.hulme@████████
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Wednesday, April 11, 2018 9:38:54 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I oppose the proposed Camden Spaceport. The area where it would be built is a fragile and vital ecosystem that we cannot afford to lose. I'd rather see investment made in sustaining our beautiful and precious natural areas, for all to enjoy.

Final Environmental Impact Statement

Spaceport Camden

I0023

From: laurah045@████████
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Friday, April 20, 2018 8:41:24 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

The Camden County, GA area is known for its quite natural beauty. It would be wrong to Disturb the residents and the wildlife with an unnecessary spaceport only to benefit pockets of the rich at the cost of the wildlife and hard working people. I say NO to the spaceport in Camden County, GA.

Laura

Final Environmental Impact Statement

Spaceport Camden

I0024

From: abrooks@██████████
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Tuesday, April 24, 2018 10:15:01 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I oppose the building of a spaceport in Camden County. I am a resident of Georgia and I do not want rockets flying over residential areas, parks and places where I go with my family. I oppose the noise pollution as well. I oppose the massive amounts of air pollution from the rockets going into the area where we have wildlife refugees. The noise pollution alone would have an immense impact on the eco-system. As a resident of Georgia I would like my voice counted as against this happening anywhere in our fragile and very unique low country environment.

AQ-07
BR-01
NC-01

I0025

From: Cliff Courtenay
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Camden spaceport
Date: Wednesday, May 02, 2018 11:02:33 AM

As a new resident in Camden County I am disheartened by this proposed program. The idea of gambling with such a rare and priceless treasure (Cumberland Island) is hard to imagine. And for what? "Progress"? Money?

I am all for progress, but not if it involves threatening a unique and beautiful public resource that can never be replaced.

This is shameful.

Sent from my iPhone

Final Environmental Impact Statement

Spaceport Camden

I0026

From: hdavee [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Wednesday, May 02, 2018 11:12:29 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

While I am all for progress, is there nothing off limits? Cumberland National Seashore is an absolute gem. The pristine beauty and wildlife that call it home should not be subjected to this kind of noise (and potential damage) for ANY reason. Some places on this planet should be left alone...without humans mucking it up. Please suspend this endeavor and find somewhere else!

Final Environmental Impact Statement

Spaceport Camden

I0027

From: Jamie Anderson
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Proposed Spaceport Launch Site in Camden
Date: Thursday, May 03, 2018 1:16:07 PM

To Whom it May Concern...

I am opposed to these plans. Cumberland Island is a designated National Seashore and you should not be launching rockets over it. National Parks and National Seashores should not be disturbed by this kind of sonic intrusion.

Thanks,

Jamie Anderson

[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

I0028

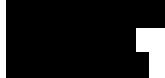
From: Allen Burns
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: I support Spaceport Camden and the draft EIS
Date: Thursday, March 15, 2018 9:22:04 AM

To Whom it May Concern:

I appreciate the diligent effort the Federal Aviation Administration has put into evaluating the environmental impacts of the propose spaceport in Camden County, Georgia. I've reviewed the draft Environmental Impact Statement and as I understand this document, there does not appear to be any environmental concerns that cannot be mitigated.

Accordingly, I offer my full support of Spaceport Camden and encourage the Federal Aviation Administration to move forward and finalize this Environmental Impact Statement. Spaceport Camden is a once in a lifetime opportunity for the people of coastal Georgia. It will provide good, high paying jobs and foster a high technology corridor in southeast Georgia.

Again, thank you for your for protecting our beautiful coast and supporting our economic future. You have my full support!

--
Allen Burns


I0029

From: Michael Fendley
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Spaceport Camden Draft EIS Comments
Date: Thursday, March 15, 2018 11:07:24 AM

To whom it may concern:

I have been closely monitoring the developments for the establishment of Spaceport Camden, and I wholly support the approval of this process. The need for a commercial spaceport has been adequately demonstrated, and the need will only become greater as the commercialization of space transport is realized. Great care has been exercised in the identification of this site, and for the proposed development. I believe that this spaceport can be developed to support the proposed launch schedule, while having little to no impact on the environment. Additionally, this will bring much needed commercial development to the county.

Michael Fendley

Final Environmental Impact Statement

Spaceport Camden

I0030

From: pcalbuqu████████
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: FAACamdenSpaceportEIS@Leidos.com
Date: Monday, March 19, 2018 10:37:43 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

This project is a great opportunity for sustainable development for Georgia.

Final Environmental Impact Statement

Spaceport Camden

I0031

From: jseaverconsulting_____
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: FAACamdenSpaceportEIS@Leidos.com
Date: Monday, March 19, 2018 1:50:17 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I am writing this to relay my support in regards to the Camden County Spaceport! I have been working in the aviation field for over 18 years and think this would be a huge asset to not only SE GA but all of Georgia. Also, beneficial to all Georgians.

SE Ga needs the economic impact this will create!
We have over 800 aerospace companies that add \$64B to the economy, 99,000 direct aerospace jobs.
Aircraft and aircraft parts are the #1 export by \$ in Georgia and have been for 10 years
Georgia is number 3 in aviation MRO, a skill base that transfers to commercial space operations.

PriceWaterhouseCoopers named Georgia #1 in aerospace manufacturing attractiveness.
Georgia has a growing space sector, and is home to the following companies:
Honeywell
IntelSat
Lockheed Martin Space Systems
SpaceWorks Enterprises
Generation Orbit Launch Services
Blink Astro
Terminal Velocity Aerospace
ViaSat (one of Georgia's top 20 aerospace employers)
Tyvak
And a number of additional companies support space projects as part of their portfolio
Georgia Tech has a robust space research portfolio
UGA and KSU both also have small satellite programs

All of the above is just a few reasons (there are many more) on why I support the Camden County Space Port.

Thank you for your time.

Sincerely yours,

Jeanne Seaver

I0032

From: Cheri Richter
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Spaceport in Camden County
Date: Wednesday, March 21, 2018 5:09:33 PM

I fully support bringing this opportunity to Camden County accepting some negative aspects in favor of the larger benefits of jobs, population growth, effects on our local educational options and a focused spotlight from our elected officials.

Cheri Richter
[REDACTED]

I0033

From: Lee Spell
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: I support Spaceport Camden and the draft EIS
Date: Friday, March 23, 2018 8:35:34 AM

To Whom it May Concern:

I appreciate the diligent effort the Federal Aviation Administration has put into evaluating the environmental impacts of the propose spaceport in Camden County, Georgia. I've reviewed the draft Environmental Impact Statement and as I understand this document, there does not appear to be any environmental concerns that cannot be mitigated.

Accordingly, I offer my full support of Spaceport Camden and encourage the Federal Aviation Administration to move forward and finalize this Environmental Impact Statement. Spaceport Camden is a once in a lifetime opportunity for the people of coastal Georgia. It will provide good, high paying jobs and foster a high technology corridor in southeast Georgia.

Again, thank you for your for protecting our beautiful coast and supporting our economic future. You have my full support!

--
Lee Spell

A large rectangular area of the page is completely blacked out, obscuring a handwritten signature.

Final Environmental Impact Statement

Spaceport Camden

I0034

From: Paul Cosenza
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Spaceport Camden
Date: Friday, March 23, 2018 2:10:48 PM

Dear FAA Environmental Specialists,

We are excited about the opportunities available for space exploration via Spaceport Camden. Camden County is the perfect location for logistics (due to nearby suppliers) and personnel (due to proximity of Kings Bay Naval Base). There are plans to develop STEM programs in our highly regarded high school as well as a science and technology extension of our local Community College. With private development of space, the time and place is right for advancing space exploration and utilization via Spaceport Camden.

We look forward to the public hearings on April 11 and 12 to better understand specifics and findings of the Draft EIS. Thank you for your efforts in bringing science development to Camden County.

Sincerely,
Paul and Trish Cosenza

A rectangular black redaction box covering the signature area.

Final Environmental Impact Statement

Spaceport Camden

I0035

From: hal.shiff@████████
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: FAACamdenSpaceportEIS@Leidos.com
Date: Monday, April 02, 2018 6:53:30 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I am in total support of the Camden Spaceport. I believe the environmental impact to be minimal; the economic impact to be substantial and positive.

Final Environmental Impact Statement

Spaceport Camden

I0036

From: grattont [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: FAACamdenSpaceportEIS@Leidos.com
Date: Tuesday, April 03, 2018 8:48:19 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I grew up in Florida around the Kennedy Space Center and saw first hand the economic benefit of having such a facility. In addition, the facility had minimum impact on the environment, such as wetland impacts. I strongly support this project and the potential of what it can do for the State and the region.

Final Environmental Impact Statement

Spaceport Camden

I0037

From: Danielle Tapley
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Space Port
Date: Tuesday, April 03, 2018 9:12:20 AM

This project will be great for Georgia's economy and it would be wonderful to see Georgia join in on the growth of the space industry.

Thank you,

Danielle Tapley

I0038

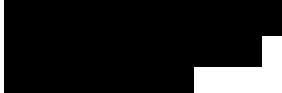
From: Robert Scaringe
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Spaceport Camden Draft EIS Comments
Date: Tuesday, April 03, 2018 11:12:19 AM

Let me be brief in my support and observations about Spaceport Camden GA:

- *The country NEEDS a Spaceport that can launch West to east (with earth's rotation) over water as demand for launch increases exponentially.*
- *Camden County NEEDS the economic development as the area has been economically devastated.*
- *Georgia NEEDS a space industry crown jewel as it produces more Aerospace Engineers than any program in the country and they all have to leave the state after graduation to find a job.*
- *The US economy NEEDS another quality Spaceport to compete with international competition.*
- *Anyone who believes people will flee Cumberland Island prior to a launch instead of flock to Cumberland to view a launch, has never viewed an actual launch in Florida.*

Enough said.

Sincerely,
Bob Scaringe


...Bob

Final Environmental Impact Statement

Spaceport Camden

I0039

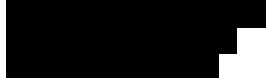
From: Linda Henderson
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: I support Spaceport Camden and the draft EIS
Date: Wednesday, April 04, 2018 9:09:20 AM

To Whom it May Concern:

I appreciate the diligent effort the Federal Aviation Administration has put into evaluating the environmental impacts of the propose spaceport in Camden County, Georgia. I've reviewed the draft Environmental Impact Statement and as I understand this document, there does not appear to be any environmental concerns that cannot be mitigated.

Accordingly, I offer my full support of Spaceport Camden and encourage the Federal Aviation Administration to move forward and finalize this Environmental Impact Statement. Spaceport Camden is a once in a lifetime opportunity for the people of coastal Georgia. It will provide good, high paying jobs and foster a high technology corridor in southeast Georgia.

Again, thank you for your for protecting our beautiful coast and supporting our economic future. You have my full support!

--
Linda Henderson


I0040

April 5, 2018

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

RE: Spaceport Camden
Draft Environmental Impact Statement

Dear Stacey Zee:

I have reviewed the Draft Environmental Impact Statement (EIS) for the proposed Spaceport Camden, and I am submitting this comment letter for the record.

My name is Harold Reheis. I have a Bachelor's Degree in Civil Engineering and a Master's Degree in Environmental Engineering. I am a registered professional engineer in Georgia, North Carolina, and South Carolina. My first career was with the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources. I worked there for 32 years in various engineering and management positions. From 1991 until my retirement in 2003, I served as Director of EPD, where I administered and managed all of Georgia's environmental laws and environmental regulatory programs, with a staff of about 900 people.

Since my retirement from Georgia government in 2003, I have worked as a governmental affairs consultant. In this role, I have specialized in environmental regulatory consulting for a broad variety of clients: large and middle sized local governments; electric utilities; industries; businesses; and private developers.

I have been to Camden County, GA many times and have been on Cumberland Island for day trips and overnight trips at least four times. I am very familiar with the environment of Camden County and of Coastal Georgia.

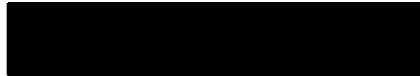
I0040

In my 32 years with the Georgia EPD and my subsequent 14-plus years as a regulatory consultant, I have reviewed dozens of draft and final environmental impact statements on a wide variety of projects, and I have provided comments on a number of them. I have read the 414 page Draft EIS for Spaceport Camden. It is my opinion that the FAA's consultants have done a thorough, complete, professional, and workmanlike job in producing this EIS. The EIS covers everything that should be covered.

I am in complete agreement with the findings of the EIS that the proposed construction and operation of Spaceport Camden will have minimal and/or insignificant impacts on the environment. I look forward to seeing the EIS process completed and the FAA license granted for Spaceport Camden.

Very truly yours,



Harold Reheis, PE
Director (Retired), Georgia EPD


Final Environmental Impact Statement

Spaceport Camden

I0041

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: FAACamdenSpaceportEIS@Leidos.com
Date: Wednesday, April 11, 2018 8:19:21 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I strongly support Spaceport Camden. As a father of four young children, the potential spaceport project is a source of inspiration right here in our backyard. Our family is extremely excited about the prospect of local opportunities for our children in the fields of technology and aerospace.

Sincerely,

Jeffrey and Erin Bors

Final Environmental Impact Statement

Spaceport Camden

I0042

From: davebors@████████
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: FAACamdenSpaceportEIS@Leidos.com
Date: Wednesday, April 11, 2018 8:59:15 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

To Whom It May Concern:

I support Spaceport Camden

It will add immense opportunities for the youth of the region in the fields of technology and aerospace. This is something extremely positive and needs to move forward.

Thank you for your consideration.

Dave Bors

I0043

From: Fred Freyer
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Camden Space Port
Date: Wednesday, April 11, 2018 1:49:11 PM

I am a Camden County land owner and tax payer and heartily endorse Space Port Camde=

Fred Freyer

[REDACTED]

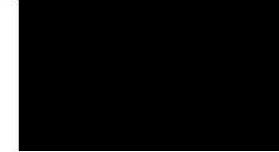
[REDACTED]

[REDACTED]

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I0044

Gope Management Company



April 11, 2018

Spaceport Camden related jobs are not just for aerospace engineers. I own 3 hotels, the Best Western Plus, in Kingsland, the Cumberland Inn & Suite, in St. Marys, and the Cumberland Kingsbay Lodge, in St. Marys as well as 2 grocery stores, Kingsland IGA and Woodbine IGA. I currently employ 75+ people in Camden. Spaceport Camden will attract visitors on launch day that will dine in the local restaurants and stay at my hotels. This results in more job opportunities.

Cumberland Island drives tourism in Camden County, but only had a little over 51,000 visitors in 2017. In comparison, a single launch at Cape Canaveral will bring an estimated 40,000 tourists. Other national seashores that are adjacent to active spaceports, like Assateague Island National Seashore and Canaveral National Seashore see 30 to 50 times the number of visitors as Cumberland Island.

The EIS appropriately balances the environmental concerns of the project with the economic benefits and should be approved.

Sincerely,

A handwritten signature in blue ink, appearing to read "CBY".

Chandra B. Yadav

Final Environmental Impact Statement

Spaceport Camden

I0045

From: georgiaexitone@████████
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Message from www.faa.gov: FAACamdenSpaceportEIS@Leidos.com
Date: Wednesday, April 11, 2018 5:26:19 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I am waiting on the day to come, when this spaceport is gonna put camden county on the map of the world. The mankind's future is linked with the exploration of our planet's surroundings and our knowledge of our neighbor planets. A lot has already been accomplished. It is an opportunity for Georgia to prepare and advance itself in this great opportunity. It will bring a lot of education to this community and great jobs.

Final Environmental Impact Statement

Spaceport Camden

I0046

From: Pender Lloyd
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: I support Spaceport Camden and the draft EIS
Date: Friday, April 13, 2018 10:12:01 AM

To Whom it May Concern:

I appreciate the diligent effort the Federal Aviation Administration has put into evaluating the environmental impacts of the propose spaceport in Camden County, Georgia. I've reviewed the draft Environmental Impact Statement and as I understand this document, there does not appear to be any environmental concerns that cannot be mitigated.

Accordingly, I offer my full support of Spaceport Camden and encourage the Federal Aviation Administration to move forward and finalize this Environmental Impact Statement. Spaceport Camden is a once in a lifetime opportunity for the people of coastal Georgia. It will provide good, high paying jobs and foster a high technology corridor in southeast Georgia.

Again, thank you for your for protecting our beautiful coast and supporting our economic future. You have my full support!

--
Pender Lloyd

A large black rectangular redaction box covering a signature.

Final Environmental Impact Statement

Spaceport Camden

I0047

From: Jimmy Junkin
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: I support Spaceport Camden and the draft EIS
Date: Friday, April 13, 2018 12:17:53 PM

To Whom it May Concern:

I appreciate the diligent effort the Federal Aviation Administration has put into evaluating the environmental impacts of the propose spaceport in Camden County, Georgia. I've reviewed the draft Environmental Impact Statement and as I understand this document, there does not appear to be any environmental concerns that cannot be mitigated.

Accordingly, I offer my full support of Spaceport Camden and encourage the Federal Aviation Administration to move forward and finalize this Environmental Impact Statement. Spaceport Camden is a once in a lifetime opportunity for the people of coastal Georgia. It will provide good, high paying jobs and foster a high technology corridor in southeast Georgia.

Again, thank you for your for protecting our beautiful coast and supporting our economic future. You have my full support!

--
Jimmy Junkin

Final Environmental Impact Statement

Spaceport Camden

I0048

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Friday, April 13, 2018 4:58:39 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

My family has been in Camden County for over 100 years. During that time they bought and cared for 1,300 acres of property that is about [REDACTED] from the proposed site. They took great care in caring for the land and the natural beauty and life that occupied that land.

During that same period of time they also used the land and its resources to sustain not only the Keene family, but other families as well that lived in the area. This include timber and other crops and animals grown and raised on the land.

Through thoughtful management, their use of the land allowed for economic growth and protection of the natural resources.

Through thoughtful management, the proposed spaceport can provide for economic growth and protection of the natural resources around it. This has been proven at Cape Canaveral, and Merritt Island National Wildlife Refuge.

I am in favor of proceeding with this project, and believe it poses no significant risks to the residents or the natural resources in our area.

Thank you,

Willis Keene
[REDACTED]

I0049

PLEASE PRINT CLEARLY AND LEGIBLY

Name: Alan Rader

Date: 4/12/2018

Organization/Affiliation:

Email: [REDACTED]

Comments:

I find no issues with the DRAFT EIS for Spaceport Camden. As a native of Camden County I fully support this project and feel it is NOT a threat to the environment. Let me clarify that: the proposed site already was once home to Thiokol Corp and it exploded (literally) in the 70's and nothing happened to anyone except the workers at the facility. Nothing happened to the barrier islands. The site was also used by Union Carbide. The Spaceport will be far less harmful to the environment than the previous users of that property.

Also let me add that St. Marys once had a paper mill across from Cumberland Island that was one of the most polluted properties in America and Cumberland Island was unaffected.

And we have a nuclear submarine base in Camden County and eagles, snakes, tortoises still thrive in Camden County. We have also lived for many years knowing if there was a nuclear incident at Kings Bay NSB all of S. GA/N. FL would be gone. So what's the big deal w/ 12 rocket launches a year!

Thank You

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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

Final Environmental Impact Statement

Spaceport Camden

I0050

From: tsmith@████████
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Message from www.faa.gov: FAACamdenSpaceportEIS@Leidos.com
Date: Saturday, April 14, 2018 11:38:28 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I am a property owner in Camden County and my wife and I enthusiastically support the Spaceport project. This project has the potential for jump starting the economy in our area which has been lagging for many years.

I0051

From: Pat Hunsaker
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comments on Spaceport Camden EIS
Date: Tuesday, April 24, 2018 8:57:12 AM

I would like to provide by strongest possible support to the full development and eventual issuance of a spaceport license to Spaceport Camden.

I have read the draft EIS and fully support its findings. I do not see any aspect of the EIS that should negatively impact the eventual approval of the EIS or the follow-on spaceport license for Spaceport Camden. Any issue covered can be mitigated and not provide any adverse impact on the environment, land, water or wildlife.

Pat Hunsaker
[REDACTED]

I0052

From: Brendan O'Brien
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Spaceport Camden EIS Public Comment
Date: Thursday, April 26, 2018 12:24:59 PM

Hello,

As a Georgia Tech student with a passion for both space exploration and environmental protection, I believe it is imperative that Spaceport Camden operates on this plot of land. Over the course of a year, the amount of activity will be far lower than that of most competing businesses. With only 12 launches, each clocking in at around 3 minutes of launch activity, the impact from the launches themselves is quite small. The Kennedy Space Center in Florida operates on a similar plot of land, and they have been lauded for the protection of the wildlife around their facilities. To the best of my knowledge, Spaceport Camden is building a majority of its facilities and structures on already developed land. This redevelopment is a promising sign of the approach being taken by Spaceport Camden in regards to its environmental impact. Finally, the necessary safezone for vertical launch facilities makes Spaceport Camden an ideal candidate for the location, as the surrounding vegetation will be required to be protected from future development from the outside. Ultimately, I see Spaceport Camden as the ideal candidate for this location due to their low overall impact, redevelopment plan, and needed safezone for launches. Thank you for taking the time to read my comment.

Best,
Brendan O'Brien
Georgia Institute of Technology - [REDACTED]

I0053

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Cc: raz1215@msn.com; [Chuck Hunsaker](#)
Subject: EXTERNAL: Pro Spaceport Camden
Date: Monday, April 30, 2018 5:31:59 PM

Dear Ms. Stacey M. Zee,

Re: PUBLIC INPUT for Spaceport Camden

This Georgia resident has been following the efforts of Spaceport Camden for years and support this development 100%. Growing interest and application for space-based technology has been well documented.

Camden County, GA is ideal from the standpoints of:

- logistics - Thrust GA into a space-based data and goods logistics hub
- Safety - A proven Rocket-ready location with over-ocean launches
- Economy - Spawning of GA jobs, industry and supporting businesses
- Education - Encourage STEM education. Keep GA Tech Engineers in GA!

These are but a few of the substantial factors that surely overwhelm provincial interests against progressive development.

Emil Walcek

President



EJW Associates Inc.
[REDACTED]



I0054

From: Russell Jody A
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Camden Spaceport
Date: Tuesday, May 01, 2018 11:42:01 AM

To whom it may concern:

Please add my strongest possible support to the approval of the draft EIS and the eventual issuing of the spaceport license to Spaceport Camden. There is nothing in the draft EIS that should stop moving ahead with the project which will be a tremendous addition to the economy of Georgia and to commercial space.

Jody Hunsaker Russell, M.Ed.
Learning Specialist & Webmaster
Functional Curriculum
Fort Service Learning Magnet Academy

"Carry out a random act of kindness, with no expectation of reward, safe in the knowledge that one day someone might do the same for you."

--Princess Diana Spencer

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I0055

From: Hayes, Tracy
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Spaceport Camden
Date: Tuesday, May 01, 2018 12:00:12 PM
Attachments: [image001.png](#)

Please add my strong support to the approval of the draft EIS and the eventual issuing of the spaceport license to Spaceport Camden. There is nothing in the draft EIS that should stop moving ahead with the project which will be a tremendous addition to the economy of Georgia and to commercial space.

Tracy Hayes
Media Sales Consultant

[REDACTED]
[WTVM.com](#) | [News 9 App](#) | [News 9 Weather App](#)



[Paying by credit card? Please click HERE for the WTVM Payment Portal](#)

I0056

From: David Hayes
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Camden Spaceport
Date: Wednesday, May 02, 2018 9:27:34 AM

To whom it may concern,

Please add my strong support to the approval of the draft EIS and the eventual issuing of the spaceport license to Spaceport Camden. There is nothing in the draft EIS that should stop moving ahead with the project which will be a tremendous addition to the economy of Georgia and to commercial space.

David Hayes

A large black rectangular redaction box covering the signature area.

I0057

From: Michael Fendley
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Spaceport Camden Draft EIS Comments
Date: Friday, March 16, 2018 10:54:39 AM

To whom it may concern:

After reviewing both the Executive Summary and the full report of the EIS, I am satisfied that a thorough review has been conducted of the concerns that were presented to the FAA along with the standard review done for all proposed launch sites.

I fully support the decision to proceed with the establishment of the launch site. As a long time resident of Camden County, and in fact only a few miles from the launch site, I see the tremendous benefit that Spaceport Camden will bring to the area. Short- and long-term employment, technology infusion, and tax proceeds from both new employees and tourists will benefit all residents of Camden, and will make this area more attractive to the technology sector.

Great care has been exercised in the identification of this site, and for the proposed development. I believe that this spaceport can be developed to support the proposed launch schedule, while having little to no impact on the environment.

Michael Fendley

I0058

Comment Form

Public Hearing for Spaceport Camden Environmental Impact Statement



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- ② Submitting your comments electronically to: FAACamdenSpaceportEIS@Leidos.com
- ③ Mailing your comment form to:
Ms. Stacey M. Zee, FAA Environmental Specialist
Federal Aviation Administration
c/o Leidos
2109 Air Park Road SE, Suite 200
Albuquerque, NM 87106

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Please add my name to the email notification list for future updates.

Please email me the link to the Final EIS at (provide email address here):

Final Environmental Impact Statement

Spaceport Camden

I0058

PLEASE PRINT CLEARLY AND LEGIBLY

Name: Juliane M. Dowling Date: 4-11-2018

Organization/Affiliation:

Email: _____

Comments: _____

*I Support
Spaceport Camden*

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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I0059

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- Please add my name to the email notification list for future updates.
 Please email me the link to the Final EIS at (provide email address here):
[REDACTED]

I0059

PLEASE PRINT CLEARLY AND LEGIBLY

Name: PAT BETCHIK

Date: 4/11/18

Organization/Affiliation: [REDACTED]

Email: [REDACTED]

Comments:

ON THE ARTIST RENDING I SEE TANKS OF LIQUID OXYGEN CLOSE TO THE LAUNCH PAD. A GREATER DISTANCE IS NEEDED. A BARRIER WALL AN IMPROVEMENT A CINDER BLOCK BUILDING BEST LITTLE OR NO THOUGHT - 250' POLES IN A HURRICANE - NOT A GOOD IDEA RETRACTABLE NEEDED LASTLY LANDING OVER WATER SEEMS PREFERRED BUT THE COUNTY WANTS THAT LANDING PAD - SONIC BOOMS, MISLANDINGS, EVEN SPACE-X HAS A DRONE SHIP TO RECOVER ROCKETS

HW-02

PA-04

SA-07

SECURITY, DAMAGE CONTROL ARE AFTER THOUGHTS

Thanks for your time
Pat Betchik

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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I0059

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Please email me the link to the Final EIS at (provide email address here):
[REDACTED]

I0059

PLEASE PRINT CLEARLY AND LEGIBLY

Name: PAT BETCHIK Date: 4/11/18

Organization/Affiliation:

Email: [REDACTED]

Comments:

I HAVE VISITED CAPE Kennedy and
LOOK AT YOUR ARTIST RENDERINGS THAT MUCH
GLASS EVEN MIRRORED IS A DISASTER WAITING
TO HAPPEN. WITH VIDEO TECH THERE IS NO NEED
FOR IT... Large Screen TV's will safely show you
more and provide more data

PA-05

Thanks for your time and remember
I told you so!!
Pat Betchik

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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I0060

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Final Environmental Impact Statement

Spaceport Camden

10060

PLEASE PRINT CLEARLY AND LEGIBLY

Name: Paul Christian Date: 4-11-18

Organization/Affiliation: Roberts Civil Engineering

Email: _____

Comments: _____

We are in favor of the Spaceport project, and we feel that this project will be the best program for the coast of Georgia. It will bring jobs and be a very positive force for the coast of Georgia.

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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I0061

Comment Form

Public Hearing for Spaceport Camden Environmental Impact Statement



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Please email me the link to the Final EIS at (provide email address here):
[REDACTED]

10061

PLEASE PRINT CLEARLY AND LEGIBLY

Name: JEFF BORS Date: 4/11/18

Organization/Affiliation: _____

Email:

Comments: I SUPPORT SPACEPORT CAMDEN. AS A RESIDENT OF SOUTHEAST, GA AND THE FATHER OF FOUR YOUNG CHILDREN, I AM EXTREMELY EXCITED ABOUT THE OPPORTUNITIES THAT COULD BE PROVIDED IN THE INDUSTRIES OF TECHNOLOGY AND AEROSPACE.

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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I0062

Comment Form

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Please add my name to the email notification list for future updates.

Please email me the link to the Final EIS at (provide email address here):

JOE WILLIAM HANNAN

10062

PLEASE PRINT CLEARLY AND LEGIBLY

Name: JOE WILLIAM HANNAN Date: APRIL 16, 2018

Organization/Affiliation: Pilot(AOPA), Firefighter

Emails

Comments: (C)AMDEN County need the spaceport, not merely want it, with the technological advances of this day, particularly those of the space race. Industry like have the best ~~land~~ as site for a space-port, and we must not let it slip away!! Thanks

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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I0063

Comment Form

Public Hearing for Spaceport Camden Environmental Impact Statement



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I0063

PLEASE PRINT CLEARLY AND LEGIBLY

Name: Luke Moses

Date: 4/11/18

Organization/Affiliation:

Email: [REDACTED]

Comments:

This Spaceport proposal seems to totally ignore the concerns of the parttime & full time residents of Little Cumberland Island.

I am concerned about the impact of the launches from the proposed port on both the ecology of the island as well as the oldest lighthouse in Georgia, which is located on Little Cumberland.

BR-01
CR-01

It's disgusting that the Haynes Report is being hidden from public view. I worry that if it is being hidden because policy makers know it will hurt people & property on the island.

SA-01

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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I0064

Comment Form

Public Hearing for Spaceport Camden Environmental Impact Statement



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- ① Filling out this form and dropping it in the comment box at the public hearing
- ② Submitting your comments electronically to: FAACamdenSpaceportEIS@Leidos.com
- ③ Mailing your comment form to:
Ms. Stacey M. Zee, FAA Environmental Specialist
Federal Aviation Administration
c/o Leidos
2109 Air Park Road SE, Suite 200
Albuquerque, NM 87106

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Please add my name to the email notification list for future updates.

Please email me the link to the Final EIS at (provide email address here):

Final Environmental Impact Statement

Spaceport Camden

I0064

PLEASE PRINT CLEARLY AND LEGIBLY

Name: AC KONETZKI

Date: 11 Apr 18

Organization/Affiliation: Retired Major, Camden Partnership // Spaceport Board

Email: [REDACTED]

Comments:

Great set of partners! Good luck!!

*AC Konetzki
Maj, USA (Ret)*

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I0065

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[REDACTED]

Final Environmental Impact Statement

Spaceport Camden

I0065

PLEASE PRINT CLEARLY AND LEGIBLY

Name: Michael J. Fender Date: April 11, 2018

Organization/Affiliation: Camden County Board of Commissioners

Email: [REDACTED]

Comments:

I am an employee of Camden County. I am also a citizen of Camden County since [REDACTED]. I am very much in support of this spaceport project as I have watched how it has progressed since the idea began several years ago.

The potential is great and I look forward to this thriving industry being in Camden County.

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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I0066

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-
-

I0066

PLEASE PRINT CLEARLY AND LEGIBLY

Name: Cecil Farley Date: 4-11

Organization/Affiliation: Resident - Camden County

Email: [REDACTED]

Comments:

① Who is paying for Spaceport Camden.

PA-03

Survey asked me (I actually got a call from WCA + participated in survey) what would it take for me to support Spaceport.

NP-06

Not one question asked me if #1 would support it if taxes needed to increase to pay for Spaceport

Not survey did ask if I would support it if taxes went down

② Has King Bay Sub Base given "thumb up" for having Spaceport as a neighbor just up the coast?

NP-04

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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I0067

Have you ever heard of "Two-Minute Mysteries?" Well, I have one for you. The title is "OVERKILL, or Why Does the FAA Keep Pushing Spaceports That America Doesn't Need?"

The FAA's Department of Commercial Space Transportation, which I will refer to as "the FAA" for short, is supposed to be an objective third party when it comes to spaceports. But when you read the draft Environmental Impact Survey, you can plainly see that not only is the FAA not objective, but they are willing to throw all caution to the wind, where citizen safety and financial security are concerned. In New Mexico, Texas, Oklahoma, and elsewhere, there are foundering spaceports that never should have been built, and they were all orchestrated by the FAA. And did you know that every non-NASA sponsored spaceport has been a dismal failure? There is no reason whatsoever to believe this one would be any different, and, in fact, every reason to believe it will be much, much worse.

According to Richard Thornburg - a retired NASA engineer, whom I met at Kennedy Space Center, and who has worked on projects from Apollo to the shuttles - the planned spaceport here is, quote, "not feasible." He plainly stated that rockets could go astray and fly into the city of St. Marys, or crash onto I-95, and was plainly shocked that rockets would be launched over occupied private property. What if, he asked, at any time, the self-destruct sequence has to be activated? He says those who have stated that they back this project, like Newt Gingrich, need to do some more homework.

Mr. Thornburg said that, contrary to what some have claimed, there are plenty of launchpads on the east coast already, including those at Kennedy Space Center and Wallops Island, Virginia. This NASA engineer said it didn't make sense to build another spaceport on the east coast. Did the FAA consult with NASA experts before embarking on this project? We'd like to know their names, if so, so we can contact them.

Another mystery is that the draft EIS doesn't mention that the Camden Spaceport launchpad would be on a toxic waste dump, which is over the Floridan Aquifer, the source of our drinking water! Why would the FAA leave that out of the EIS? Was it just too inconvenient for their plans to mention that rocket vibrations could cause the toxins to migrate, possibly poisoning Camden citizens?

Equally mysterious is why the FAA would name residents of Cumberland Island and others "authorized persons." Do the laws of physics not apply to these people? Have they been specially trained? Are their houses made of impervious materials that will not burn or explode when they come in contact with fiery debris? No, it's just that all common sense and science are being thrown out the window, including making the hazard zones ridiculously small, because the FAA is willing to put our lives at risk, and here's the kicker, *in order to make it seem like more progress is being made in the area of commercial space transportation than is actually the case.*

I hate to use the "f" word, but there is a lot of **fraud** in the modern space industry, in areas such as rocket landings, satellites, and space planes, among others. We are not going to sit idly by while professionals in the industry lie to our people, especially our children, about jobs that will never materialize, when they know better. In response, we are going to make Camden County **GROUND ZERO** for actively exposing the rampant fraud in today's space industry. Do you really believe that they launched a Tesla into space? If you do, I have a bridge to sell you. But let's just hope that our county commissioners, who I still believe want the best for us, don't buy the bridge the FAA is trying to sell. We will reveal all the details in the coming weeks about why giving up Cumberland Island to have a spaceport would be the worst investment this county ever made. We will not be just another victim of this scam of monumental proportions. Stopping this project is going to be one BIG STEP for Camden County, and one giant leap toward the explosive, not to mention scandalous, truth, about the big business of space.

*Terri Keller
Kingston*

SA-01
SA-03

NP-07

HW-01

SA-08

I0068

April 9, 2018

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

RE: Draft Camden Spaceport Environmental Impact Statement

Dear Ms. Zee,

As Camden County residents for the past 39 years and as Little Cumberland Island property owners for the past 20 years we wholeheartedly endorse and support the Camden County Spaceport project and the Draft Environmental Impact Statement recommendations. We also know from conversations with other Little Cumberland Island property owners, there are other families that either support the project or are not concerned and have no reason to oppose it.

We are one of the 44 families with a part time cottage on Little Cumberland Island and our cottage is 1 of the 56 structures identified within the 83 degree trajectory hazard and closure area. We are not concerned about launches over Little Cumberland Island and over our part time residence. However, we are extremely concerned about the fire hazard that currently exists on Little Cumberland Island. This hazard is not from anticipated spaceport operations, but rather resulting from the unprecedented fuel that is on the ground from hurricanes Matthew and Irma. There are thousands of downed trees and still standing dead live oak trees throughout the island. This is an imminent fire hazard. As described in the EIS page 30-86, lines 13 through 19, current fire protection on Little Cumberland Island is hampered by significant logistical issues. We see the Camden County Spaceport project as an opportunity for the Camden County Commission, the Georgia Forestry Commission and the Little Cumberland Island Homes Association to work jointly on meaningful fire protection for Little Cumberland Island including the potential placement of equipment and a structure to house the equipment on the Island, thereby mitigating some of the logistical issues.

-SA-02

Please note that we object to the delaying tactics being proposed by opponents to the project to further extend the comment period. The period has already been extended to June 14, 2018. Certainly, this is sufficient time for any reasonable analysis and subsequent comments regarding the environmental impact statement.

On page 3-65, lines 30 to 31 the EIS states: "The Little Cumberland Island dock is open approximately 1.5 hours per tide due to the depth of the water". As boaters who

-LU-03

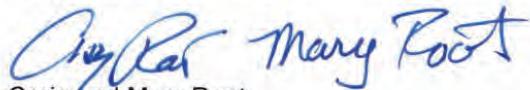
I0068

frequently access this dock, this is not accurate for boats with an average draft of 2.5 feet. The typical tide allows access for approximately 4.5 hours per tide.

LU-03

We appreciate the opportunity to submit these comments and we thank you and the other individuals responsible for the preparation of the Draft Camden Spaceport Environmental Impact Statement.

Respectfully Submitted,



Craig and Mary Root

I0069

My name is Jim Gant, [REDACTED] and speaking in strong support of Spaceport Camden.

I arrived in Camden County in [REDACTED] as a Navy Civil Engineer Commander to help plan, design and construct the Naval Submarine Base Kings Bay. At that time, the Navy was looked on with suspicion, some openly against the Navy presence. However, the Navy has proven a wonderful neighbor and employer, now contributing some 1 Billion Dollars annually to the local economy and employing some 9,000 employees. For the Submarine Base, an extensive environmental impact study was conducted that guided planning, construction and indeed current operations over some 17,000 acres which includes substantial environmental benefits such as the current operation of a large solar farm to provide clean energy to the State of Georgia. The Navy was without doubt the first game changer in Southeast Georgia.

The Spaceport is the next big game changer for Camden County and surrounding counties and indeed the entire State of Georgia.

As a longtime registered, now inactive, professional civil engineer in the State of Georgia, I was honored to be involved in the initial vetting of the proposed Spaceport and became absolutely convinced that this proposed location is one of the best for a medium sized Spaceport anywhere in the United States. The draft Spaceport Environmental Impact Study comprehensively addresses the many associated questions and issues including environmental concerns and impact on Cumberland Island while setting aside a large conservation area around the site.

It is now time to move forward with this unbelievable opportunity and make Spaceport Camden a reality.

I0069

There is risk in every aspect of life and in every decision. But we only move forward when we are not afraid of challenging that risk and moving forward with opportunities such as Spaceport Camden.

If a nuclear submarine base can be successfully constructed and operated just south of the proposed Spaceport, then there is little doubt that the Spaceport can be similarly sited, constructed, operated and the next game changer for Southeast Georgia.

4/11/2018

Landowners object to spaceport - Savannah Morning News, 2018-04-10

I0070

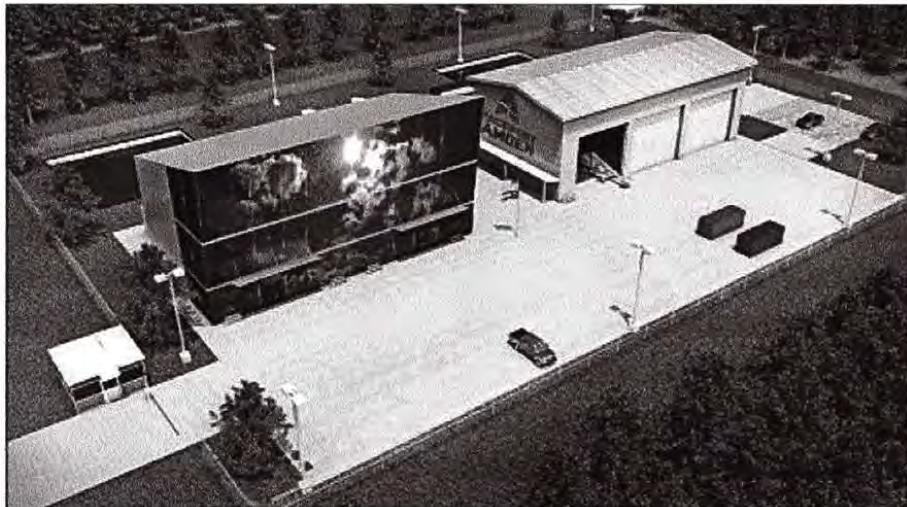
Landowners object to spaceport

By Mary Landers mary.landers@savannahnow.com

The way some property owners on Little Cumberland Island see it, they're being redefined right off their land.

Last month the Federal Aviation Administration released a draft environmental impact statement for the proposed Spaceport Camden that calls Little Cumberland's full and part-time residents "authorized persons" who may remain on the island during the dozen annual planned rocket launches from the launch pad about five miles away.

Dick Parker, for one, doesn't want to be authorized to stay on the idyllic island, accessible only by boat, as rockets fly overhead. He wants to be protected from a rocket failure and a potential loss of property rights just like any other member of the public.



An artist's rendering shows the Spaceport Camden facility. [IMAGE COURTESY SPACEPORT CAMDEN]

*Karen Grainer
Karen Grainer*

"We don't see any precedent," Parker said. "When you look at the definition of the public, it's us."

The term in question didn't come from the FAA, spokesman Hank Price wrote in an email.

"authorized persons," as used in the (document), is a term that Camden has used to describe individuals who may be permitted by the site operator to remain in certain areas on Cumberland Island and Little Cumberland Island during operations at the proposed launch site," he wrote. "It is not a term used anywhere in FAA regulations."

Camden County is proposing the Spaceport as an economic development boost that will bring jobs and technology to a 12,000-acre brownfield site once occupied by Union Carbide.

<http://digital.olivesoftware.com/Olive/ODN/savannahmorningnews/PrintArticle.aspx?doc=SMN%2F2018%2F04%2F10&entity=ar00102&ts=20180410074202&uq=201>

4/11/2018

Landowners object to spaceport - Savannah Morning News, 2018-04-10

I0070

The county would construct and operate a commercial space launch site consisting of a vertical launch site, a landing zone, a control center complex, and another facility that would include provisions for visitors and viewing launches.

Once complete, the site would be offered to commercial operators for up to 12 vertical launches and up to 12 landings per year. Camden has spent more than \$3.5 million so far on the project, plus nearly \$1 million on an option to buy the property.

Last month, the FAA released the project's draft environmental impact statement, a 400-plus-page document produced by Virginia-based consultants Leidos. The FAA will hold hearings Wednesday and Thursday evening in Kingsland to collect public comment on the document. Property owners on Little Cumberland intend to be there.

Term of convenience

Spaceport Camden Consultant Andrew Nelson said on Friday that calling residents and others "authorized persons" is a "term of convenience" and while that specific term doesn't occur elsewhere in FAA documents, the concept does. He pointed to Brownsville, Texas, where the terms "soft closure zone" encompasses an area where residents are allowed to remain during a launch.

But Little Cumberland property owners like Parker fear their property will be within a "land hazard area," where federal regulations say no members of the public are allowed during a launch. Designating residents and campers at Cumberland Island National Seashore as "authorized" doesn't actually decrease their risk of being injured by flaming debris should a rocket launch fail, and it sounds to some owners like a taking of their property rights. It's an issue they've raised repeatedly in the past, including at a committee hearing of the Georgia General Assembly last year.

At that time, Spaceport Camden spokesman John Simpson refuted their claim, implying there was an FAA definition of "authorized persons."

"I want to address issues brought by property owners and correct those issues," Simpson told the House Judiciary Committee on Jan. 31, 2017. "One of the claims that was made was that any space flight would require the closure of Cumberland Island and therefore would be a taking of property rights. That's a misreading of the federal law. A closure area is only required for non-authorized persons. Homeowners are considered to be authorized persons so therefore that would not be an issue. It would not necessarily be a taking."

In a telephone interview on Friday, however, Nelson said the homeowners on Cumberland wouldn't be an issue, not because they're "authorized" but because Cumberland and Little Cumberland won't have any designated land hazard areas even for the largest-sized rocket Spaceport Camden intends to fly.

"What we're saying is that land hazard areas don't exist on Cumberland Island or Little Cumberland Island based on the analysis of the trajectories that are in the draft EIS for the largest size rocket we intend to fly for Spaceport Camden," he said.

Nelson said land hazard areas will exist around the launch pad, but will be contained inside the spaceport property.

Risk calculations are in progress to define that land hazard area and will be submitted in the next few months as part of a safety analysis. He declined to say the upper limit of how many people would be able

<http://digital.olivesoftware.com/Olive/ODN/savannahmorningnews/PrintArticle.aspx?doc=SMN%2F2018%2F04%2F10&entity=ar00102&ls=20180410074202&uq=201>

4/11/2018

Landowners object to spaceport - Savannah Morning News, 2018-04-10

I0070

to stay on Cumberland before a launch would become too risky, though Little Cumberland's estimate of a maximum of 100 people at any one time didn't sound like too many to Nelson.

"We don't know that number; we haven't done that calculation," he said. "With what's there now we know we don't have a problem."

When Nelson was asked a similar question in 2016 at a State Senate Science and Technology Committee meeting about when the risk calculations would be finished, he told State Sen. Bruce Thompson that the company performing them, Aerospace Corporation, would conclude "probably in the next two to three weeks."

Ray Lugo, the director of the Florida Space Institute at the University of Central Florida, said it "defies logic" for Nelson to suggest Little Cumberland will be a safe place to be during a rocket launch from Spaceport Camden.

"Is he delusional?" said Lugo, who's been part of more than 100 rocket launches. "He's got launch corridors going right over the island."

Lugo recalled scrubbing launches at Vandenberg Air Force Base when just one boat was spotted in the area where debris could fall in the event of rocket error or failure.

"It would be a safety call," he said. "If a launch trajectory included one single person we probably would not launch."

Other concerns

Property rights are likely to be only one of many issues brought up at this week's hearings. Supporters of Cumberland Island National Seashore have already expressed concerns that launches will interfere with what for some visitors is a once-in-a-lifetime trip to the island's wilderness.

"Launches from the launch site would be generally to the east, resulting in launch closure and hazard areas that could include portions of Cumberland Island and Little Cumberland Island," the document states. Closures could last up to 12 hours on each launch day and up to three hours in a smaller area that does not include the islands for each test and rehearsal. All told, launches, tests and rehearsals are estimated to take place up to 36 times a year.

Others have concerns that the spaceport's site is too polluted to be safely disturbed by any construction. The property was used for the production of explosives and pesticides, and associated with a hazardous landfill.

Dave Kyler, executive director of the Center for a Sustainable Coast, drafted a letter to the inspector general of the U.S. Department of Transportation, under which the FAA sits, pointing out deficiencies in the document. He's most concerned about a lack of analysis of the site's history of toxic waste, including a restrictive covenant that prohibits disturbing the entire 4,011-acre site, a portion of which contains the proposed launch site.

"According to legal provisions applied to the covenant - which is a recorded deed restriction covering the entire site - the covenant would have to be legally eliminated or substantially modified to permit any land disturbance activities on any portion of the site," Kyler wrote. "The DEIS fails to properly describe the

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4/11/2018

Landowners object to spaceport - Savannah Morning News, 2018-04-10

I0070

covenant or suggest related impacts on the site development plans, much less evaluate such impacts and how to properly mitigate them."



The image from the draft EIS shows a trajectory over Little Cumberland.

The FAA will hold two public hearings to solicit comments on the Draft EIS on from 5:30 - 8:30 p.m Wednesday and Thursday at the Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, 912-729-5600.

The FAA will accept public comment concerning the scope and content of the Draft EIS until June 14. Send comments by email to faacamdenspaceporteis@leidos.com, or by mail to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents.

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I0071

Comment Form

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 Please email me the link to the Final EIS at (provide email address here):

10071

PLEASE PRINT CLEARLY AND LEGIBLY

Name: Katie Howard

Date:

4 | 12 | 100

Organization/Affiliation: Camden County Spaceport Supporter

Email:

Comments:

As a Camden County citizen residing in the Hartlet's Bluff region, I am a huge supporter of Spaceport. The economic impact alone is motivation to bring the project to our County. Our digest has been standard for years & the magnitude of this Space Port could throttle our tax income into hyper speed. We need it for our infrastructure, our schools, and our overall survivability. While all outcomes have some negative, the positive well exceed them.

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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I0072

Comment Form

Public Hearing for Spaceport Camden Environmental Impact Statement



The Federal Aviation Administration (FAA), Office of Commercial Space Transportation released the Draft Spaceport Camden Environmental Impact Statement (EIS) on March 9, 2018. The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them. Please record your comments on this form and submit through one of the following means:

- ① Filling out this form and dropping it in the comment box at the public hearing
- ② Submitting your comments electronically to: FAACamdenSpaceportEIS@Leidos.com
- ③ Mailing your comment form to:
Ms. Stacey M. Zee, FAA Environmental Specialist
Federal Aviation Administration
c/o Leidos
2109 Air Park Road SE, Suite 200
Albuquerque, NM 87106

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

Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS. If you would like to receive a copy of the Final EIS or be added to the project email list, please check the appropriate box below.

- Please add my name to the email notification list for future updates.
 Please email me the link to the Final EIS at (provide email address here):

10072

PLEASE PRINT CLEARLY AND LEGIBLY

Name: JAMES H STARLING Date: 4-12-18

Organization/Affiliation: _____

Email:

Comments: _____

I AM IN FAVOR OF THE SPACE PORT IN CAMDEN

Thank you for your comments. Please provide comments no later than June 14, 2018, to ensure they are considered during preparation of the Final Spaceport Camden EIS.

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

10073

Jerome Walker, M.D.

3/16/18

Dear Ma. Zee,

I was appalled to learn the FAA is considering approving a rocket launching site that will fire rockets on a regular basis over a National Seashore as well as a congressionally designated wilderness area.

If you read the 1964 Wilderness Act you will learn that designating an area of federal land as a wilderness is the highest degree of protection that can be granted by Congress.

Along with iconic American places like the Grand Canyon, the United Nations has declared Cumberland Island to be a World Heritage site. Many thousands of people travel from all over the world to visit this place for its history, its beauty, but most of all for its wilderness that would be lost forever if this foolhardy scheme is allowed to continue.

I have visited Cumberland Island all of my life, growing up in Georgia. I've taken my children and

(over)

WL-04

10073

grandchildren there, and fondly recall a visit
there with my mother when she was in her early
90's. Please don't ruin this very special place
that so many have worked so hard for so long to
preserve. Although I'm now retired and live
in Montana I still visit Cumberland whenever
I return to my home state. Let's keep it as
it is.

Sincerely,
Jerome Walber, M.D.

10073

George Walker, M.D.

卷之三



Stacy M. Zee
60 slides
2109 Air Park Rd., SE
Suite 200
Albuquerque, NM, 87106

007406632233 0022

卷之三

I0075

Mary Hollowell
[REDACTED]

Stacey M Zee
Federal Aviation Administration
c/o Leidos
2109 Air Park Rd. SE, Ste. 200
Albuquerque, NM 87106

April 20, 2018

Dear Ms. Zee,

I am a former NPS employee who strongly opposes rocket launches over Cumberland Island National Seashore. This will threaten wildlife, plant life, marine organisms, and people residing in the region in countless ways. In determining the impact of Spaceport on species, why write "quantification is diff.cult."²(p. 24). This is not the case. Also it is not helpful when pages are "intentionally left blank." Consider condensing the report from 414 pages.

NP-08

BR-05

GC-04

Why is the Georgia Environmental Protection Division not on the distribution list? I spoke to them about water in a public forum on 7/27/16. Please register my emphatic "No" to this project and help preserve our coastal region for future generations.

Thank you,
Mary Hollowell
[REDACTED]

I0075



Ms. Stacey M. Zee
FAA
c/o Leides
2109 Air Park Rd SE, Ste 200
Albuquerque, NM 87106

[REDACTED]

A-1363

10076

April 23, 2018

To Whom It May Concern,

I was alarmed to hear that a "spaceport" is being considered for a home in Georgia.

It sounds frivolous and as though it will benefit very few people, mainly those who profit from it financially and those wealthy enough to pay for the ride to beat all rides.

How do we measure the cost to Georgia and to the world of these exploitations that can impair our fellow Earth inhabitants as well as our beautiful and necessary coasts and islands?

You must realize there were no (zero) Right Whales calved this year. That worries me, as I hope it does the FAA and any governmental agency charged with defending we taxpayers against those who profit from environmental "gambles."

BR-06
BR-36

Have you ever been to Cumberland Island? It's a paradise in so many ways and I cannot see anything worth that island's possible compromise. Cumberland Island is so jaw-droppingly amazing that we have →

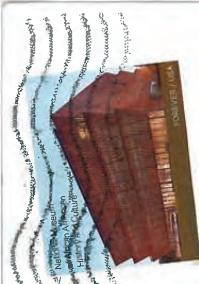
I-phone addicted, teenage relatives clamoring to give up all comforts to spend a little time on it. Some of these kids leave a relatively comfortable Ohio summer to swelter on Georgia's Cumberland Island because its allure even surpasses YouTube, Instagram, and Twitter. Now that's impressive, don't you think?

Back to the whales. How do we know how man-made noise effects them? Don't they need their sonar to hunt/cat? What about whales' complicated calls and communications? We are far from understanding them, yet we may interfere with them by approving spacecraft liftoff over their calving grounds.

And we don't know what it will do to our many ecosystems if we wipe out another species. That's a gamble I'm not up for.

I want us to leave a beautiful coast to our children and grandchildren. Incidentally, my 12 year old daughter, adopted from coastless Ethiopia when she was 4 years old, aspires to be a marine biologist. Now, isn't that cool? Please preserve Georgia's crucial coast for everyone's future. Sincerely, Marqu Thompson

BR-06



RECEIVED
FEDERAL AVIATION
ADMINISTRATION
JUN 1 2021



Ms. Stacey Zee
Federal Aviation Administration
Spaceport Camden EIS
c/o Leidos
2109 Airpark Rd SE
Suite 200
Albuquerque, NM 87106

87106-323399

10077

5/1/18

To whom it may concern:

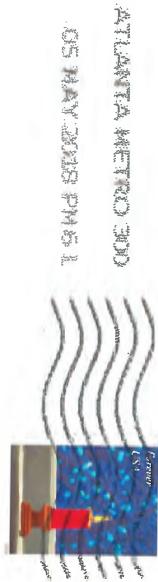
Please do not allow rocket to
be launched over Cumberland Island &
Little Cumberland. One accident, one
spark, and we could have a disaster that
would destroy a precious primitive forest
and natural treasure. *Brian Brabec*

SA-28

A-1367

10077

Sheray M. Zee
FAA Environmental Specialist
Spaceport Camden EIS Coordinator
2109 N. Rue Road SE
Suite 200
Albuquerque, NM 87104



Brian Brodrick

125 W. Washington Street
Suite 775
Athens, GA 30601

E bbrodrick@jacksonspalding.com
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jacksonspalding.com

O 706.354.0470
P 404.724.2513
M 404.983.4384

10078

To whom it may concern,

I want to express my sincere objection to the location of the Camden Space Launch. I am all for progress and space exploration, but not next to one of the last natural islands left in the country. Cumberland Island is a place of refuge for countless species of wild life...one of the few refuges left on the east coast. As well, Cumberland is a refuge for people who want to experience a completely natural barrier island. I am appalled to see that this space launch facility is projected to be right next to the north end of the island. How can anyone know how these launches will effect wildlife? How do they know the environmental impacts to Cumberland? Please do not allow such a monstrosity to sit next to one of the last natural islands in America.

GC-05

Most sincerely,

Eric O'Brien

5/4/18



I0078

From: [Eric O'Brien](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Camden Spaceport
Date: Friday, May 04, 2018 9:03:20 AM

To whom it may concern,

I want to express my sincere objection to the location of the Camden Space Launch. I am all for progress and space exploration, but not next to one of the last natural islands left in the country. Cumberland Island is a place of refuge for countless species of wild life...one of the few refuges left on the east coast. As well, Cumberland is a refuge for people who want to experience a completely natural barrier island. I am appalled to see that this space launch facility is projected to be right next to the north end of the island. How can anyone know how these launches will effect wildlife? How do they know the environmental impacts to Cumberland? Please do not allow such a monstrosity to sit next to one of the last natural islands in America.

]-GC-05

Most sincerely,

Eric O'Brien

Final Environmental Impact Statement
Spaceport Camden

10078



10079

May 15, 2018

Dear Ms. Stacey M. Zee,

Thank you for the opportunity
to comment on the proposed
Spaceport in Camden County.

I have read the comments in
EIS; US. Dept of Interior
Comments; Savannah Morning
News and Blue Ridge Outdoors.

I have tried to sift and
balance the different points
of views, and find very
~~few~~ reasons (besides possible'
economic benefits) for
construction, AND many
reasons to not build

the Spaceport. Camden County
needs to look at a more
sustainable way to promote
economic growth without
the many possible (and
very likely) negative
impacts. As you know it's
an unprecedented danger to
the public to allow launching
which will go over little

SA-05
PA-33
WL-04

10079

2

Cumberland Island, as well as the northern part of Cumberland. According to the Ga. constitution, private property can't be taken to accommodate the commercial interests of Spaceport. The possible launching at 12 times a year, with 12 scheduled test launches, would require evacuation of residents and campers both - this is clearly in conflict with the rights of property owners on Little Cumberland and with lack of regard to those in the Wilderness Area of Cumberland. The EIS does not address sufficiently how the public will be protected & remain safe, especially during a potential accident.

SA-05

SA-01
SA-02

The EIS continues to make conclusions without sufficient supporting analysis

BR-01
BR-29
BR-76
WR-01
HW-10

10079 43

7

from the impacts (many negative) on wildness mammals, such as dolphins + whales; loggerhead turtles; deteriorating water quality, is unmarked due to the fuel spills that will occur, debris that will go directly into the marsh & Satilla River. These are huge concerns, especially with the disruption of the hazardous waste landfill, which sits right on the bank of Todd Creek.

-BR-76

My family has been coming to Cumberland Island for over 35 years and besides the above listed concerns we are certain our once pristine + beautiful island experience will be jeopardized by also the noise and light of the facility right across the bay. If the Spaceport is approved, Cumberland

10079 4

Island visitation will drastically decrease, and more than likely offset any economic benefits from this site being built. There are many better locations for such launch pads, if there really is a DOCUMENTED NEED for more space ports!! When is enough enough with national security and rocket launching?

Listen to the people and their desire to keep Cumberland Wild. Do what is right for the environment and this very special island, which is a place in time, that can never be duplicated.

Many Many strong reasons to halt consideration of this dangerous Space Port!

Thank you,

Final Environmental Impact Statement
Spaceport Camden

10079



16 MAY 2016 PM 4 L



Ms. Stacey M. Zee
ENOT Specialist,
FAA
c/o Leidos
2109 Air Park Rd SE, Suite 200
Albuquerque, NM
87106

87106-323399

|||||

[Redacted]

comment Space Bay
best effort at proposed neighborhood
escalate can person
comment proposed neighborhood
Spaceport
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v-33

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21 MAY 2018 PM 11



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

87106-32333

I0081

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comments on Spaceport Camden Environmental Impact
Date: Tuesday, May 22, 2018 7:35:16 AM

Dear Ms. Zee,

Please accept these comments regarding the proposed Camden spaceport. I am a NC resident and frequent visitor to Cumberland Island. I oppose the Camden Spaceport and believe that the draft EIS is inaccurate and incomplete. It does not adequately identify the risks of placing a space station where rockets launched from the spaceport will travel directly over the Cumberland Island National Seashore. Many crucial facts has been presented inaccurately or obscured totally by the EIS and Camden County as it has attempted to build support for the project.

The first point that the EIS does not address is that Camden County indicates on its website for the project that launches will be possible "over the Atlantic Ocean and a large, undeveloped buffer zone." This "large, undeveloped buffer zone" includes the Cumberland Island National Seashore, a national park that is visited by over 60,000 visitors per year. In addition to park visitors, there are significant in-holdings of private property and homes on Cumberland Island and Little Cumberland Island. This would be the only spaceport in the United States where rockets are launched over a national park with active visitation or private homes. Other launch facilities are located at the water's edge, so exploding rockets can fall into the water, not onto a national seashore or private property.

In addition, the EIS does not adequately address the risk of permanent damage from exploding rockets on Cumberland Island National Seashore. 1 in 20 rockets fail and that usually happens within the first two minutes of launch. In mere seconds, the flaming debris and unspent rocket fuel would be catastrophic to the Seashore that is populated, densely covered with rich vegetation and biodiversity, and used by people seeking solitude and peaceful escape. The EIS does not adequately address that a failure or mishap could have long term effects on the island, potential impairment to the island's natural and cultural resources, and major consequences for enjoyment of the island by future generations.

The EIA does not adequately address concerns about almost certain environmental contamination that will be likely released through rocket launches at this site. The site for the proposed spaceport is very heavily contaminated, is on the Satilla River waterfront, and is owned by Union Carbide Corporation. The 1971 Thiokol disaster occurred on this property. The known contamination includes munitions waste, unexploded ordnance, and pesticide waste. With each vibration from a launch, groundwater, soil, and waterway contamination is likely. Due to being heavily contaminated with hazardous materials it is subject to an Environmental Covenant with the Georgia Environmental Protection Division. The site includes a 58.16-acre toxic landfill, in addition to the massive widespread contamination, that requires close monitoring and remediation to ensure that its contents do not make their way into water sources.

The EIA also does not adequately address the potential risk to Endangered Species. Within the boundaries of the Cumberland Island National Seashore is the longest running loggerhead turtle project in the world. Founded in 1964, this conservation

GC-06

SA-01
SA-03

NP-09

HW-04

BR-34

I0081

endeavor still collects data vital to the preservation of the species. In Georgia, 25% of loggerhead nests occur on Cumberland Island. Six species of federally protected migratory birds and shorebirds including Bald eagles, Piping plovers, and Wood storks. Marine endangered species in the area include Loggerhead sea turtles, Green sea turtles, Leatherback sea turtles, Kemp's ridley sea turtles, North Atlantic right whales calving in Georgia waters, Humpback whales during migration and West Indian manatees.

BR-34

The EIA also does not adequately address potential conflict with private property rights. Launches from Spaceport Camden would almost certainly require private property owners on Cumberland Island and Little Cumberland Island to evacuate their property and relinquish the right to remain in their homes. This would be deemed a taking of private property, and according to the Georgia constitution, private property can't be taken to accommodate a commercial interest. Camden County has offered no explanation as to how they intend to deprive private citizens of their property rights in order to clear the required launch hazard areas.

LU-03

I urge the FAA to ensure the correction of inaccurate information in the document and that issues that should have been analyzed but were not are studied in more depth and hope that you will ultimately ensure that this spaceport is not placed in this location.

Sincerely,
Kim Porter

A large rectangular area of the page is completely blacked out, obscuring a handwritten signature.

I0083

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Spaceport Camden County
Date: Monday, May 21, 2018 6:23:05 AM

To Ms. Stacey M. Zee and to whom this may concern:

The proposed spaceport in Georgia located in Camden County and directly across from Cumberland Island is the worst possible site for a commercial spaceport. It endangers people, wildlife, property, and public lands.

The Environmental Impact Statement is extremely concerning in it's lack of concrete information especially as the existing site is toxic landfill. There are no studies on the impact of vibrations, extreme heat, fuel spills in to Todd Creek, and potential explosions (which the impact statement does say the failure rate of rockets at 2.5 to 6 percent meaning 1-3 explosions ever 2 years). Not to mention Cumberland Island will have to be evacuated during launches, restricting visitor access, extreme impacts to natural resources and threats to wildlife and visitor safety. Cumberland Island is a National Seashore and to place a spaceport directly on top of a hazardous landfill directly across from a wildlife sanctuary and a place thousands of people from all over the world visit each year is not only irresponsible, it is dangerous, destructive and will negatively impact the surrounding Georgia coast forever. At the very least, there needs to be much more extensive environmental impact studies before moving forward.

Please: I strongly urge you to reconsider. The proposed Georgia spaceport site is the worst possible location for this spaceport.

Sincerely,

Katie Vason

--
Katie Vason
[REDACTED]

- SA-03
- SA-12
- HW-55
PA-33

I0084

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Spaceport Camden County
Date: Monday, May 21, 2018 10:17:10 AM

To Ms. Stacey M. Zee and to whom this may concern:

The proposed spaceport in Georgia located in Camden County and directly across from Cumberland Island is the worst possible site for a commercial spaceport. It endangers people, wildlife, property, and public lands.

The Environmental Impact Statement is extremely concerning in it's lack of concrete information especially as the existing site is toxic landfill. There are no studies on the impact of vibrations, extreme heat, fuel spills in to Todd Creek, and potential explosions (which the impact statement does say the failure rate of rockets at 2.5 to 6 percent meaning 1-3 explosions ever 2 years). Not to mention Cumberland Island will have to be evacuated during launches, restricting visitor access, extreme impacts to natural resources and threats to wildlife and visitor safety. Cumberland Island is a National Seashore and to place a spaceport directly on top of a hazardous landfill directly across from a wildlife sanctuary and a place thousands of people from all over the world visit each year is not only irresponsible, it is dangerous, destructive and will negatively impact the surrounding Georgia coast forever. At the very least, there needs to be much more extensive environmental impact studies before moving forward.

Please: I strongly urge you to reconsider. The proposed Georgia spaceport site is the worst possible location for this spaceport.

Sincerely,

Jonathan Finley Vason

SA-03
SA-12

HW-55
PA-33

I0085

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Spaceport Camden
Date: Monday, May 14, 2018 7:32:16 AM

To whom it may concern,

I am a life-long Georgia resident. When I was young, I was taught to revere the unique and diverse ecology of our state. In my adult years, I have been lucky to travel many places in the world, but in my travels no ecosystem has ever impressed me so much as Coastal Georgia's barrier islands, of which Cumberland Island is the crown jewel.

It is because of my love for Georgia's natural beauty that I add my voice to those of the National Parks Conservation Association, Georgia Forest Watch, the Coastal Georgia Audubon Society, and Wild Cumberland, all of whom stand in opposition to the proposed spaceport and reject the analysis offered up by the astonishingly incomplete environmental impact study draft.

Further, I concur with the Georgia Conservancy's statement: "While the Draft EIS comments on potential impacts to the experience of wilderness visitors from lighting and noise associated with spaceport facility operations and launches, it fails to adequately address tower and facility lighting issues that will impact the nesting of federally-threatened loggerhead sea turtles and federally-endangered leatherback sea turtles (Endangered Species Act). For these species, there could be additional impacts from night launches during nesting season."

BR-16
BR-19
BR-29

The harmful effects of light pollution on Sea Turtle populations is well documented. Further, rocket launches are historically problematic in their tendency to harm both humans and the ecology in which they live. That worrying history must be taken into account.

Former Cumberland Island superintendent Fred Boyles has said that "The spaceport is the biggest threat ever to Cumberland Island and all who care about it." I am inclined to trust his judgement. The health and safety of Cumberland Island and other surrounding ecosystems must be our first priority.

Sincerely,
Andrew Zonneveld

Final Environmental Impact Statement

Spaceport Camden

I0086

[REDACTED]
FAACamdenSpaceportEIS

www.faa.gov: faacamdenspaceporteis@leidos.com
10:54:56 AM

Federal Aviation Administration's public website. You have been contacted via an email link on
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

comment" not based solely on emotion, I believe a citizen should read every available document on that to the best of my ability regarding the Camden Spaceport issue. Yes, I am emotionally and beautiful Golden Isles and believe this is the draw for most people who visit or live there. a part-time home in Camden County. Having done research on this project's progress and on know that the economic boon high paying jobs for the community are misinformation (you EIS was done by a private company hired by Camden Cty. officials, was incomplete. No studies heat, vibration, fuel spills, etc. were carried out. Concerns about proximity to a huge toxic waste feeds the Satilla River were noted as "not significant." It is clear that this report was self-serving already spent millions of dollars trying to lure a private launch company to the community. are the ocean's nurseries for myriad forms of sealife. And yes, no question the amazing Cumberland Island, is in the launch trajectory. I will not enumerate more of my specific concerns (and they but I am certain that Camden officials and some citizens have fallen under the spell cast by great deal of money and promises. Yes, an economic boon would be wonderful for the small the fabric and character of the Golden Isles, not to mention the strong possibility of an actual of anyone or anything except the Spaceport business. In a word, Camden is not only not the worst.

HW-05
HW-06

Final Environmental Impact Statement

Spaceport Camden

I0087

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Tuesday, May 15, 2018 2:22:39 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

Comments on the FAA's proposed EIS for a Camden County, GA spaceport –

- The range of rocket sizes which might be launched has not been adequately addressed. The hazard zone for more powerful missiles will be considerably larger than the zone shown in the EIS. PA-06
- Rocket failure will be a "when", not an "if." Danger to Cumberland Island residents and visitors is significant. Is it proposed that they be evacuated during a launch, or simply designated as authorized personnel? SA-03
- Likewise, wildlife in the marsh – including endangered species and those critical to our human food chain – would be adversely impacted and even destroyed in the long term in the event of a failure during the first seconds of launch. SA-08
- Noise and light pollution would be significant, and completely contrary to what Cumberland Island now offers the visitor and resident alike. The north end of the island particularly, from Brickhill Bluff to Christmas Creek, promises an unmatched experience in the silence of nature. BR-01
- The site for the spaceport, its history of toxicity, and the effect on it and the surrounding toxic areas, both during construction and during launches, needs to be more adequately addressed. BR-03
- BR-15

In many ways, the EIS reads like a prospectus for the spaceport. Where is the "need", outside of the "wants" of certain Camden County business interests? Build it and they will come?

Cumberland Island is a unique treasure for Camden County, the Southeast, the entire U.S. and even visitors from other countries. I have come to the island since 1970, before it was a National Seashore, and have seen it survive the county's push for a connecting causeway to the mainland, as well as a near-miss on developing the entire island.

The Camden County spaceport is a wild dream, but a very flawed dream when compared with reality. Projecting a launch pattern over a National Park is unthinkable. Please recommend the "No Action" alternative.

Doug Woodward

[REDACTED]

[REDACTED]

PA-06
SA-03
SA-08
BR-01
BR-03
BR-15
BR-29
NC-07
VE-03
HW-07
PN-01

Final Environmental Impact Statement

Spaceport Camden

I0088

From: [REDACTED]
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Friday, May 25, 2018 9:14:10 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

In my previously submitted comments, I asked that the EIS include an evaluation of fire control at the proposed Space Port. Due to the risk from fire from a launch accident, the islands in the area, and large areas of forests and dry tender, the ability to respond to a fire threat appears to be very limited.

Overall, the EIS avoided several of my comments that identified real and present risks. Another example of another comment not responded to in the EIS is the nuclear payload accident scenario. Since a nuclear payload is not specifically prohibited, what is the plan to respond to an accident with a nuclear payload that is dispersed over the risk zone? And, as previously mentioned, what is the plan to respond to fires ignited by a launch accident? For the EIS to actually address real and present Environmental Risk Scenarios, the risks identified by commenters cannot be continually ignored. The current EIS is incomplete and unresponsive to comments submitted.

Daniel Parsley, Project Manager
Glynn Environmental Coalition, [REDACTED]

BR-14
[REDACTED] SA-02
PA-02
[REDACTED] SA-02

10089

Jacqueline Eichhorn



June 4, 2018

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

Dear Ms. Zee:

My husband and I have lived at [REDACTED] in a small concrete block house across the street from the public dock for the past twenty years.

Below are my comments on the FAA Draft Environmental Impact Statement (EIS) which evaluates the proposed construction and operation of a public/private commercial spaceport at Harriett's Bluff in Camden County, Georgia.

Problems within the Draft EIS:

- **EIS Section 2.4.1.2 Launch Site Selection Criteria, Primary Criteria**, states that "The site must be located in Camden County, Georgia." That is an artificial limitation that isolates CEQ Regulations for Implementing the Procedural Provisions of NEPA (40 CFR 1500-1508) §1502.14 (c) which states that site selection must "Include reasonable alternatives not within the jurisdiction of the lead agency."

AL-05

During the scoping period respondents suggested expanding existing launch sites in Florida and Virginia or selecting a site in another part of Georgia to accommodate any needed additional launch capacity, rather than endangering Cumberland Island with direct rocket overflights. But the EIS, at the direction of the Camden County Commissioners, limited the site selection to Camden County rather than follow a mandated broader approach.

The narrow spaceport site selection serves the Camden Commissioners' highly speculative commercial objectives; not a pressing national necessity or the rational best use of scarce irreplaceable national assets - Cumberland Island National Seashore, Cumberland Island

I0089

Dedicated Wilderness Area (the largest dedicated wilderness on the eastern seaboard) and the Cumberland Island Global Biosphere Reserve.

- **ES.1.1 Camden County Board of Commissioners Purpose and Need** states:

"The need for the proposed commercial space launch site is to further the goals of Camden County as established in the County's Strategic Plan 2018, 2023, 2032 to create a strong regional economy with diverse job opportunities based on four major pillars of economic growth and sustainment (sic), one of which is developing a world-class spaceport that would also attract businesses to support its operation."

- The Camden County official website identifies all four pillars as:

- (a) An active Naval Submarine Base.
- (b) A successful world-class commercial spaceport.
- (c) A tourist destination.
- (d) A technology corridor.

The county's strategic plan ignores Cumberland Island and its importance to the county's culture and economy even though it has attracted many permanent residents, like my husband and me, and attracts 60,000 visitors a year from all parts of the United States and around the world. Cumberland is the largest of Georgia's "Golden Isles" and is considered their crown jewel. Camden is called the "Gateway to Cumberland Island." But Camden's commissioners are spending tens of thousands of dollars with marketing firms in an attempt to "re-brand" Camden as "Georgia's Gateway to Space."

NP-31

The Council on Environmental Quality, in its MEMORANDUM FOR FEDERAL NEPA LIAISONS, FEDERAL, STATE, AND LOCAL OFFICIALS AND OTHER PERSONS INVOLVED IN THE NEPA PROCESS, asks and answers the following question. In the booklet section Alternatives Outside the Capability of Applicant or Jurisdiction of Agency:

- *"If an EIS is prepared in connection with an application for a permit or other federal approval, must the EIS rigorously analyze and discuss alternatives that are outside the capability of the applicant or can it be limited to reasonable alternatives that can be carried out by the applicant?"*
- *"Section 1502.14 requires the EIS to examine all reasonable alternatives to the proposal. In determining the scope of alternatives to be considered, the emphasis is on what is "reasonable" rather than on whether the proponent or applicant likes or is itself capable of carrying out a particular alternative. Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant."*

<https://www.energy.gov/nepa/downloads/forty-most-asked-questions-concerning-ceqs-national-environmental-policy-act>

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- The EIS isolated the site selection process. It then compounded the violation by using the artificial site restriction as pretext to corrupt the intent of regulations governing section 4(f) Department of Transportation (DOT) Act (49 U.S.C. §303) properties on Cumberland Island:] AL-05

3.5.2. Regulatory Setting

"The regulation known as Section 4(f) was originally established in the U.S. Department of Transportation 19 Act of 1966 (49 U.S.C. §1653(f) and later recodified as 49 U.S.C. § 303. In 2005, Congress enacted 20 legislation that required the USDOT to issue additional regulations that clarify Section 4(f) standards and 21 procedures (USDOT, 2012). These new regulations were finalized in March 2008 (23 CFR Part 774). Section 4(f) mandates that the Secretary of Transportation will not approve any transportation project requiring the use of publicly owned parks, recreation areas, wildlife and waterfowl refuges, or significant historic sites, regardless of ownership, unless the following conditions apply...There is no prudent and feasible alternative to using that land."

There are prudent and feasible site location alternatives that the EIS preemptively and improperly eliminated solely because they are not located in Camden County, GA.] AL-05

The illusion of the Thiokol site being a "perfect" rocket launch location is linked to a story about Camden County's mid-century connection to space exploration that was cobbled together by spaceport proponents. The EIS unfortunately introduces new confusion by publishing false information about the place in Camden County that NASA considered for the Apollo program in 1960.

Exhibit 2.4-1. Spaceport Camden Alternate Sites under, Cumberland Island:

"The potential launch site location would be the less-populated area in the north of the island (see Exhibit 2.4-1). In the early 1960s, the site was a finalist considered by NASA for the Apollo program launch site."] AL-06

That is false. NASA briefly considered a site on the southeast tail of Cumberland Island as shown on the map at the bottom of page 5 of my comments. The map originally appeared as figure 9 on page 31 of this NASA publication:

NASA SP-2007-4537

Robert C. Seamans, Jr.
PROJECT APOLLO
The Tough Decisions
Monographs in Aerospace History

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Number 37, 2007

Misleading information falsifies and confuses the Apollo-era proposed site on south Cumberland Island with the Thiokol solid-fuel engine test site at the proposed spaceport site at the east end of Harriets Bluff/Union Carbide Road on the mainland.

That confusion causes some people to wrongly conclude that launching rockets over Cumberland Island and Little Cumberland Island from a spaceport at the Thiokol site is merely picking up where Camden left off sixty-plus years ago, at a place NASA conveniently pre-approved for rocket launches in 1960.

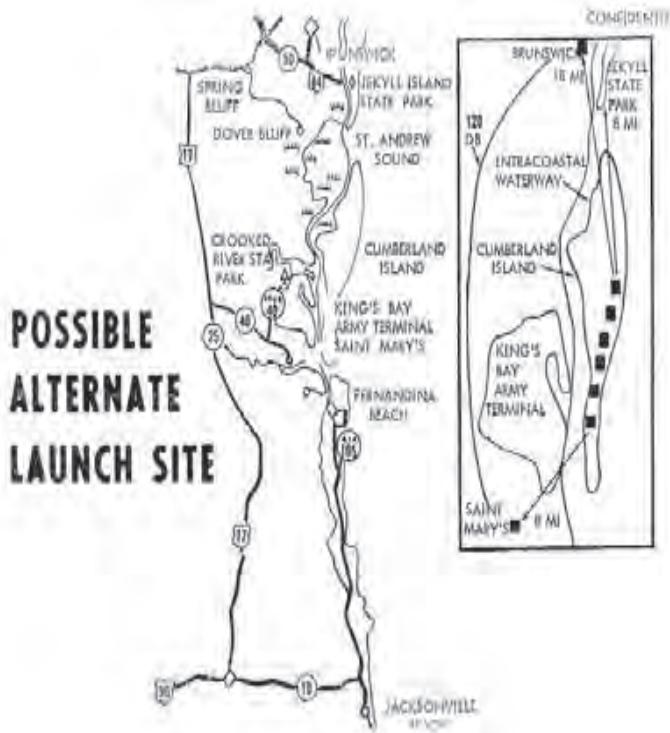
- NASA rejected southeast Cumberland Island as the launch location for the Apollo program in favor of Merritt Island in Florida years before the foundation of the national seashore, the dedication of the wilderness area, designation of the Cumberland Island Global Biosphere Reserve, the development of Kings Bay Naval Submarine Base, and before another sixty years of residential development was built-up along Harriets Bluff/Union Carbide Road.
- Supporters falsely state that launching rockets over Cumberland Island National Seashore and wilderness is no different than launching directly over the Atlantic Ocean at Canaveral or at Wallops, where the protected lands are not overflowed and none of the lands are dedicated wilderness - which requires a stringent standard of non-degradation demanding the highest level of protection given away U. S. public lands..
- Even in 1960 NASA did not consider any Camden County mainland launch site because it believed that noise and danger would make a rocket launch site an incompatible land use, as this quote that accompanies the map makes clear.

"The study was based on having facilities far enough off shore to minimize noise and provide safety for those on shore; it also included a vertical assembly building with launching pads over a mile away (see figures 7 and 8). Consideration was given to noise levels in inhabited areas for both Cumberland and Merritt Islands (see figures 9 and 10)."

- Thiokol tested its rocket engines upside down in a 150 ft. deep cement-lined pit dug into the ground. The mainland Thiokol rocket-engine factory was not built to launch anything into the air, over anything, or over anyone.
- Thiokol's rocket-engine production facility failed shortly after it opened because the U.S. Government decided to use liquid-fueled engines rather than Thiokol's solid-fueled rocket engines for the Apollo program.

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- Thiokol then utilized the Harriets Bluff factory to manufacture munitions and trip-flares for the government during the Vietnam War. A trip-flare explosion at the factory in 1971 killed 29 workers and seriously injured more than 50 others. Jobs there were primarily low-wage and were largely filled by local African-American women who were eager for the manufacturing work to help support their families. Outdated Georgia workman's compensation laws were disastrously inadequate to compensate the families of the dead and injured. The U. S. Government fought in court for 15 years trying to avoid its responsibility and financial accountability for the accident.
- In 1986 another Thiokol factory supplied the "O' rings for the doomed Space Shuttle Challenger.
- As this *New York Times* archived article from 1986 written at the time of the Challenger explosion illustrates Camden County's actual space-related history is less rosy than the story proponents tell for spaceport-marketing purposes.
- <https://www.nytimes.com/1986/07/20/business/a-tragedy-in-south-georgia.html?pagewanted=1>



- **EIS Section 2.1.2.8 Launch Failures** states that "*Failures are possible, with launch*

-SA-03

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failure probabilities for launch vehicles of the type being considered for the proposed Spaceport Camden assessed to be in the range of 2.5 to 6 percent (NASA, 2014; Glaser, 21 2017).

-SA-03

This acknowledged failure rate contradicts claims made throughout the EIS that operating the spaceport would pose no long-term threat to U.S. Statute-protected Cumberland Island for the use and enjoyment of the American people, in perpetuity. To the contrary, cumulative exposure to risk would make the degradation/ destruction of Cumberland Island likely over time.

- **Foreseeable Risk** according to the Cornell Law website is “*A likelihood of injury or damage that a reasonable person should be able to anticipate in a given set of circumstances.*” Launching rockets and landing used rocket stages over an extended period of time- assuming a 2.5 to 6 % failure rate - clearly meets that standard.

https://www.law.cornell.edu/wex/foreseeable_risk

The EIS acknowledges the following things about a launch failure:

- “*The largest potential for hazardous materials/wastes releases would occur in the event of a launch failure. Possible outcomes include fires, explosions, or releases of propellants or other hazardous materials.*”
 - “*Launch failures would occur either on the launch pad or during flight (launch vehicle ascent).*”
 - “*Terrestrial and marine/estuarine animals could suffer injury or mortality from associated chemicals, heat, and noise. Habitats may be temporarily degraded or permanently destroyed...*”
 - “*...it is possible for propellants to be spilled directly or released as a burning byproduct into local surface water bodies, upland areas, and infiltrating soils to make contact with groundwater.*”
 - “*The flight termination system is designed to destroy the vehicle in the event that the vehicle veers from the planned flight trajectory. This system is employed to ensure that any debris from the destruction of the vehicle would land within the FAA-approved trajectory specific hazard area.*” The FAA approved trajectory hazard area for any rocket launched from the proposed site would include parts of the Cumberland Island National Seashore and wilderness area as well as private property on Little Cumberland Island
-
- **Compounding the negative impacts of clearly foreseeable risk, neither FAA Maximum Probable Loss (MPL) insurance coverage (U.S. Code § 50915) nor**

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National Park Service (NPS) asset protection procedures provide any mechanism for monetary recovery to the American public for destroyed or damaged public protected lands on Cumberland Island that result from a rocket failure. That means a zero replacement value in the event irrereplaceable protected public land on Cumberland island is lost due to the actions of a private, for-profit, tax-payer indemnified commercial rocket launch company.

<https://www.jdsupra.com/legalnews/gao-questions-faa-s-methodology-for-77206/>

FAA MPL covers only estimated third party injury, life, property loss and government infrastructure loss. And even then, the FAA has not adequately updated its MPL methodology since 1988. The GAO has repeatedly informed the FAA that current methodology is inadequate and leaves American taxpayers at risk of covering excess loss for even those things the MPL does cover.

The NPS Damage Assessment and Restoration handbook states in Appendix A, Chapter 1, Sub-chapter III-B, Section 19jj-1, (c),(3) that damages cannot be recovered if “the destruction, loss, or injury to the park system resources was caused by an activity authorized by Federal or State Law.” **A FAA licensed spaceport falls under that exception.**

- Transportation corridors, such as rocket launch trajectories, are incompatible with protected wilderness areas.

]-WL-07

The Google.com definition of incompatible: “(of two things) so opposed in character as to be incapable of existing together.”

The International Union for the Conservation of Nature (IUCN), to which the NPS belongs, published a paper on best practices management of wilderness protected areas titled::

Wilderness Protected Areas: Management guidelines for IUCN Category 1b protected areas

The IUCN study defines a protected area as:

“A clearly defined geographical space, recognized, dedicated and managed, through legal or other effective means, to achieve the long-term conservation of nature with associated ecosystem services and cultural values.”

The paper continues:

“Wilderness sites, and the cultural sites within, should be managed to maintain the highest integrity of all components of ecosystems, wildlife and cultural meaning through an explicit focus on non-degradation.”

On page 33 the study states that “All wilderness areas are intended to adhere to a set of wilderness values and attributes. Certain categories of human activity are incompatible with

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wilderness values and variances cannot be allowed.”

Among activities incompatible with wilderness, it lists “transportation corridors,” such as rocket trajectory paths.] WL-07

- Cyril F. Kormos is IUCN World Commissioner on Protected Areas and Vice Chair for World-Heritage. His expertise includes protected areas, wilderness law and policy, world heritage, climate policy, forestry policy and biodiversity offsets.
- Much of the information provided in the IUCN study, including the information on incompatible uses, comes from Kormos' book, A Handbook on International Law and Policy, Fulcrum Publishing, Golden, Colorado, 2008.

NPS policy on wilderness stipulates that it must be managed to “...ensure that wilderness is unimpaired for future use and enjoyment as wilderness.”

NPS 2006 policy on wilderness:

<https://www.nps.gov/policy/mp/chapter6.htm>

Section 3.1, GENERAL MANAGEMENT POLICIES, states:

“The National Park Service is required by the 1916 Organic Act to protect and preserve unimpaired the resources and values of the national park system while providing for public use and enjoyment.”

“Strong fulfillment of Service responsibilities is required by the National Environmental Policy Act, the National Historic Preservation Act, and other applicable laws to minimize impacts on park resources and values.”

NPS Policy does not state that the public can use its protected properties only when a private, for profit, rocket-launch company doesn't need to use them. It does not state that a launch failure can impair them with impunity and without compensation to the public for their damage or loss.

6.3.4.3, ENVIRONMENTAL COMPLIANCE, states:

“In evaluating environmental impacts, the National Park Service will take into account (1) wilderness characteristics and values, including the primeval character and influence of the wilderness; (2) the preservation of natural conditions (including the lack of man-made noise); and (3) assurances that there will be outstanding opportunities for solitude, that the public will be provided with a primitive and unconfined type of recreational experience, and that wilderness will be preserved and used in an unimpaired condition.”

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- **The EIS greatly understates Cumberland Island's significant contribution to the National Park System, to the American public and to the national interest.**

3.5.2 REGULATORY SETTING states:

*"To be protected under Section 4(f), public parks, recreation facilities, and wildlife or waterfowl refuges must be considered **significant** (USDOT, 2012). Pursuant to 23 CFR §771.135(c),"*

Under **SCREENING PROCESS** the EIS states:

*"As a first step in the Section 4(f) screening, FAA conducted an initial screening of the ROI to identify all properties eligible for protection under Section 4(f) that have the potential to be affected by the Proposed Action and alternatives. Each property was evaluated to determine if it: is **publically (sic) owned; is open and accessible to the public; has the major or primary purpose for park, recreation, or refuge activities; and is significant as a park, recreation area, or refuge."***

In an article in the Magazine, *The Bitter Southerner*, the following quotes from Suzanne Lewis represent the high level of significance many people attach to Cumberland Island.

Georgia environmental writer Charles Seabrook, a contributor to the article, notes:

- *"After serving nine years as the superintendent of Yellowstone National Park, the first woman ever to hold that position, Suzanne Lewis retired in 2010 after an illustrious career with the National Park Service. Prior to that, she was the superintendent at Glacier National Park and, before that, the Chattahoochee River National Recreation Area. She was also the first superintendent for the NPS's Titusville Ecological and Historical Preserve in Florida. But during all those years, another place, Cumberland Island National Seashore, was near and dear to her heart. Even though she lived in and was the chief custodian of some of America's most superb natural splendor, she says that Cumberland's serenity and solitude are unmatched."*
- *"And so she wants the island to be her final resting place. 'It's in my will: When I die, I want my ashes strewn in the marshes of Cumberland,' she said in an interview."*
- Suzanne Lewis' quote continues: *"Cumberland Island has the greatest abundance 'riches' that I have ever encountered. The collection of 'riches' in one place is 'unique,' a word used too often and many times inaccurately, but not when it comes to Cumberland. These 'riches' are both immediate and subtle, from the sights and smells of the marshlands, forests, ocean and ruins to the 'sounds' that call to you once you are on the island. These sounds represent the 'voices' of both the natural and cultural riches found on the island. From the first time I visited the Island in 1979, I have felt that calling. Now some 36 years later, I look forward to hearing those welcoming 'voices,' calling me back, time and time again." For someone of Suzanne Lewis's stature, that is a remarkable statement about Cumberland Island."*

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<http://bittersoutherner.com/cumberland-island/#.VqkTxeYuP5c>

- Georgia has reserved less than 1% of its total acreage as preserved and protected, dedicated wilderness. Cumberland Island wilderness, like every wilderness, is unique and, if lost, cannot be replaced.

<https://www.wilderness.net/NWPS/chartResults?chartType=AcreageByStateMost>

- Periodic closures and evictions on Little Cumberland island, Cumberland island National Seashore and Cumberland Island Dedicated Wilderness Area would constitute a taking under the U.S. Constitution, amendment 5.] LU-03
SF-04

The EIS, in 3.5.2, REGULATORY SETTING, states that:

- “A use of properties protected under Section 4(f) occurs under either of the following conditions (23 CFR 35 §771.135(p)).”

“...a constructive use could occur when no land is acquired from a Section 4(f) property, but the proximity of the project results in indirect impacts that would substantially impair the current use of the property, such as visual, noise, or vibration impacts or impairment of property access.”

“The regulations require coordination with the official having jurisdiction over affected Section 4(f) properties for a number of situations, including (but not limited to) determining if a property is significant, for determining constructive use, for evaluating the reasonableness of measures to minimize harm, and prior to making approvals.”

Under PARKS AND RECREATIONAL AREAS the EIS states:

- “The potential for constructive use to occur as a result of closures or restricted access to parks and recreational areas is not evaluated in this analysis. At the time when individual launch licenses are applied for, FAA will evaluate the potential for restrictions in access and closures for parks and recreational areas that qualify for protection under Section 4(f) to result in a constructive use of the properties. Further coordination with officials with jurisdiction over the properties will occur at that time in order to arrive at a constructive use determination.”

This EIS delay in determining constructive use until launch licensing does a disservice to the public who are financing the spaceport proposal.

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- The EIS created an artificial and illegal category of “Authorized Persons,” ho
ould be allo ed to remain in the hazard zone during launches.

]-SA-08

The EIS, in 4.12, SOCIOECONOMICS states:

“Impacts would result from the designated security and safety zones that would need to be enforced prior to and during launch operations (see Section 2.1.2.5, Pre-Launch Activities). These security and safety zones would result in the establish ent of hazard and closure areas to prevent the public and other nonauthorized personnel from accessing the area during hazardous operations (i.e., launches/landings, wet dress rehearsals, and static fire engine tests).”

The EIS section, ACCESS TO WILDERNESS, states:

“As shown in Exhibit 2.1-10 and Exhibit 2.1-11, various portions of Cu berland Island Wilderness will be closed to the public during launches/landings for human safety concerns. As described in Section 4.9.1.2, Land Use, Proposed Action, Operation, permitted overnight campers and residents of Cumberland Island would be considered ‘authorized persons’ and could remain in the area if they wished. Therefore only day-use visitors of wilderness would be restricted access ...”

The EIS states that a launch company could schedule launches with as little as three days notice of launch-related evacuations and park closures. Launch delays and launch scrubs would further disrupt visitors ability to make plans. Reservations for wilderness camp sites and island visits are made up to four mo ths in advance.

- The EIS makes contradictory statements about expansions or “impro ements” to Harriets Bluff/Union Carbide Road.

]-PA-07

Under Infrastructure, 2.2.1.6, page 2-37 the EIS states:

- “The County does not anticipate improvements or expansions required for the access road to the spaceport site (Harriets 28 Bluff Road/Union Carbide Road) ...”

But under Historical Areas of Contamination, Additional In estigations 4-38:

- “As discussed in Section 3.7.3, Existing Conditions, there are also 10 additional si es that may be potentially contaminated. They are located on the northwest quadrant of the Bayer CropScience property, with most of the sites adjoining, or located near, Union Carbide Road (which would be improved as part of the Proposed Action).”

Both statements cannot be true.

If Harriets Bluff/Union Carbide road were widened to accommodate spaceport activities the quiet, rural-residential character of the Harriets Bluff community would be severely damaged

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and home values would be sharply reduced. Many houses are built close to the existing road. Widening the road would put their front doors within feet of the roadway pavement, even before allowing additional footage for a roadway shoulder or the necessary water-drainage ditching that roadways require in this low-lying area. Widening would also be difficult and extremely costly.

Harriets Bluff/Union Carbide Road is the only ingress/egress to all parts of the Harriets Bluff residential community located east of U.S.I-95, Exit 7. Most of this two-lane winding road is yellow-lined for either “no passing” or “one-way” passing. In addition, there are two narrow concrete bridges and one particularly dangerous curve marked with flashing lights..

Residential development, including the building of several gated communities, has increased over recent decades in tandem with the steady decline, and final cessation, of industrial use at the east end of Harriets Bluff/Union Carbide Road - the location of the proposed spaceport site. But the EIS ignores this reality and states that a return to the highest historical level of industrial road use in addition to already increased residential traffic would pose no problem.

The EIS, in discussing Harriets Bluff/Union Carbide Road, falsely suggests that time can be turned backwards to the exact moment and under the conditions most favorable to supporting the spaceport proposal.

In February, 2011 United Launch Alliance (ULA) offered comments to the final draft EA for the Falcon 9 and Falcon 9 Heavy launch systems from Launch Complex 4 East. ULA believed heavy truck delivery to the launch site had been greatly underestimated and that the EA consequently failed to calculate truck air emissions accurately.

An even greater problem would be that spaceport-related trucks would transport toxic substances over the road close to private residences. A roadway accident that dispersed toxins could, at the same, trap all residents east of the accident site until they could be evacuated by boat.

■ **The EIS inadequately addresses potential harm to the Federally Endangered Northern right whale (*Eubalaena glacialis*).**

BR-06

Under Marine and Estuarine Animals, the EIS states:

- ...the “FAA determined the Proposed Action would have no effect on Atlantic sturgeon, loggerhead sea turtle, and **North Atlantic right whale critical habitat. Refer to Appendix A or the complete analysis.”**
- **In Table 4.2-3. Federally Listed Species1 Potentially Affected Within Operational ROI**, the EIS challenges our credulity by stating that the only potential harm the operation of the spaceport would pose calving right whales and their young would come from launch **spectators, who might “harass” them.**

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- “**Consideration: Potential impacts to the North Atlantic right whales and associated conservation/mitigations (sic) measures to avoid or minimize potential adverse impacts has been addressed in the BA coordinated with, and provided to, the National Marine Fisheries Service as part of ESA Section/Marine Mammal Protection Act consultation. The BA is included in Appendix A of the EIS.**”

(1) The abbreviation “BA” does not appear in the EIS list of acronyms and abbreviations.]-ED-01

(2) There is no “BA” or any “complete analysis” of the right whale in Appendix A of the EIS.]-BR-06

- **The EIS falsely implies that it is difficult to evaluate the qualities that the NPS is mandated, by statute, to protect and preserve within wilderness and NPS jurisdictional public lands.**]-WL-08

By feigning confusion regarding the precise definition of particular adjectives, the EIS misdirects attention from easily identified incompatibilities that arise between the functioning of a spaceport and the functioning of a wilderness and national seashore.

An example of the EIS using a diverting and quibbling approach:

“*There is no record in the legislative history of the Wilderness Act as to what the framers meant by the phrase ‘outstanding opportunities for solitude or a primitive and unconfined type of recreation’*” (Landres et al., 2008).

The Wilderness Act of 1964, Public Law 88-577 (16 U.S.C. 1131-1136, states in Section 2.(a) that:

- “*In order to assure that an increasing population, accompanied by expanding settlement and growing mechanization, does not occupy and modify all areas within the United States and its possessions, leaving no lands designated for preservation and protection in their natural condition, it is hereby declared to be the policy of the Congress to secure for the American people of present and future generations the benefits of an enduring resource of wilderness. For this purpose there is hereby established a National Wilderness Preservation System to be composed of federally owned areas designated by Congress as ‘wilderness areas’, and these shall be administered or the use and enjoyment of the American people in such manner as will leave them unimpaired for future use and enjoyment as wilderness, and so as to provide for the protection of these areas, the preservation of their wilderness character...’*

As an example of the EIS sidestepping the issue of rocket launches degrading protected public lands, under **SECURITY AND SAFETY ZONES** it states:

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- “The hazard area encompasses areas that could potentially be affected by debris from a launch accident. In the event of a launch accident, **only some portions of the hazard area would be impacted.**”

The EIS illogically implies that this limitation makes the threat of partial destruction, as the result of one rocket accident, acceptable. The NPS is, however, charged with protecting these public lands in their entirety, and in perpetuity. The cumulative dangers over time, inherent in operating a commercial spaceport that unavoidably overflies Cumberland Island, make a spaceport incompatible with the long-term protection of the national seashore and wilderness area.

WL-09

- **Parts of the Cumberland Island wilderness and national seashore are in the hazard area.**
- Debris impact in the wilderness and seashore could cause impairment and degradation.
- Impairment and degradation of dedicated wilderness and the national seashore violates statutory law established by the Wilderness Act of 1964 and the Organic Act of 1916.

As shown in the quotes below, taken from [Robin W. Winks, *The National Park Service Act of 1916: “A Contradictory Mandate”?*, 74 De v. U. L. Rev. 575 (1997)], the same mandate of non-degradation was incorporated into the 1916 Organic Act which established the NPS.

“The service thus established shall promote and regulate the use of the Federal areas known as national parks, monuments, and reservations hereinafter specified by such means and measures as conform to the fundamental purpose of the said parks, monuments, and reservations, which purpose is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.”

Several years after the Organic Act was passed Frederic Law Olmstead, Jr., author of the 1916 Organic Act Purpose Statement, was asked to clarify what the framers meant by **impairment**.

He answered that, to avoid impairment, all five of the following criteria must be met.

- 1) *The burden of proof - and thoroughly well-considered and convincing proof - must rest upon the advocates of any enterprise for non-park purposes within the theoretical limits of jurisdiction of a National Park;*
- 2) *The enterprise must be of real social importance from a national standpoint and is not to be practically attainable elsewhere;*
- 3) *The enterprise must not endanger the value of the park for its proper purposes to the*

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slightest appreciable degree

- 4) *The danger must be so slight and of such a nature that the land if subject to it in advance would nevertheless have been wisely considered eminently suitable for selection and permanent maintenance as a National Park;*
- 5) *The non-park purpose must be of so much more importance nationally than the purposes of the park as to justify the lessening of the park.*

The spaceport proposal fails to meet any of these five criteria. And Olmstead applied these criteria to NPS lands which are less protected than dedicated wilderness.

The EIS fragments relevant information and understates harm by verbally nibbling away at inevitable degrading impacts that would be caused by operating a commercial spaceport at this incompatible place. The information, once fragmented, is not aggregated in a comprehensive way that would reveal the cumulative negative impacts.

The NPS non-degradation mandate to protect wilderness and the character of other NPS lands is so strong that protection takes precedence over even customary use by the public

"The National Park Service was enjoined by that act (1916 Organic Act), and the mission placed upon the Service was reinforced by subsequent acts, to conserve the scenic, natural, and historic resources, and the wild life found in conjunction with those resources, in the units of the National Park System in such a way as to leave the unimpaired; this mission had and has precedence over providing means of access, if those means impair the resources, however much access may add to the enjoyment of future generations."

Wilderness Watch states on its website:

<https://wildernesswatch.org/stewardship-concepts>

"If any of the allowable public uses of Wilderness conflict with the preservation of an area's Wilderness character, then protecting Wilderness character has priority. Since the 'public purposes' are allowable but not mandatory uses, a Wilderness can be completely closed to one or all of these 'public purposes' if such use would diminish or degrade key components of Wilderness character. For this reason, there are several Wildernesses that are completely closed year-round to any public entry, as well as some that are completely closed to the public for part of the year."

C. F. Kormos' 2008 book, in chapter 14, *Untrammeled Wilderness Character and the Challenges of Wilderness Preservation in the United States*, on page 284 says:

"At the same time that wilderness boundaries are being established and protected by Acts of Congress, attention must be given to the quality of wilderness within those boundaries, or we may be preserving empty shells."

Kormos continues on page 286:

NP-20
WL-10
CI-01

I0089

*"The point of the non-degradation principle is that whatever an area's past history of human impact, once a wilderness area has been designated the goal for stewardship is to manage that area toward the ideal concept..., so that 'the earth and its community of life are untrammeled by man.' so that the wilderness is to the greatest extent possible what the etymology of the word suggests: **self-willed land.**"*

- Cumberland Island National Seashore and Cumberland Island Dedicated Wilderness are full-time, self-willed public lands whose non-degraded preservation is mandated by statute.
- It is illegal to grant a private, for-profit rocket launch company precedence over and interfere ce with the self-willed use and functio ing of Cumberland Island Dedicated Wilderness and Cumberland Island National Seashore.
- Foreseeable endangerment of Cumberland Island Natio al Seashore and wilderness is illegal.
- Constructive use of Little Cumberland Island for the benefit of a public/private spaceport is illegal.
- Constructive use of the national seashore for the benefit of a public/private spaceport is illegal.
- Constructive use of Cumberland Island wilderness for the benefit of a public/private spaceport is illegal.
- Rocket-launch related closures and evacuations of Cumberland Island to benefit a public/private spaceport are illegal.

- The EIS inappropriately designates the tidal marshes surrounding the proposed spaceport site a "buffer zone."

]-PA-08

The tidal marshes are a vital and supremely productive compone t of the estuarine ecosystem that defines Camden's coastal area. Toxic spills into or explosio s over the marshes would have disastrous consequences for our economy and our environment.

- The EIS inadequately considers the consequences of locating a spaceport on industrially contaminated land that is under a Georgia Department of Natural Resources, En ironmental Protection Di vision restricted land-use covenant.

]-HW-08

Prior reckless, short-term, one-dimensional industrial decisions left that land heavily contami nated. The full extent of contamination is unknow n and a complete list of the contaminants on-site does not exist.

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The EIS does not study vibration and explosion impacts that could disrupt clay caps put into place over the off-site toxic waste dumps, could open toxin-migration pathways downward to the Floridan Aquifer, could accelerate the erosion of the banks of Todd Creek, and through tidal ebb and flow from Todd Creek could distribute toxins throughout the entire estuarine system.

HW-05
WR-03

■ **The EIS brings into question:**

- The EIS process' ability to withstand manipulation and undue pressure from the spaceport license applicant and its agents.
- The FAA evaluating the spaceport proposal without over-weighting the promotional side of its dual mandate to promote as well as to regulate commercial spaceflight.
- The ability of FAA MPL methodology to protect public lands.

If the project proceeds, judicial review seems inevitable to adjudicate the challenges the EIS poses to U.S. Statute and U.S. Constitutional law.

The spaceport proposal was launched, and has advanced, primarily as a marketing/lobbying campaign built on a jerry-rigged narrative. The EIS does not put the project on a firmer footing with the facts or objective reality.

Richard Phillips Feynman, American theoretical physicist, in the *Report of the Presidential Commission on the Space Shuttle Challenger Accident; Volume 2: Appendix F - Personal Observations on Reliability of Shuttle by R. P. Feynman*: states that:

"For a successful technology, reality must take precedence over public relations, for nature cannot be fooled."

Sincerely,

Jacqueline Eichhorn

I0090

From: Barbara Mapstone [REDACTED]
Sent: Saturday, June 02, 2018 2:13 PM
To: FAACamdenSpaceportEIS
Cc: Stacey.Zee@faa.gov
Subject: EXTERNAL: Comments to the Camden Spaceport dEIS
Attachments: COMMENTS FOR FAA REGARDING CAMDEN COUNTY dEIS.docx

Attached are my comments regarding the draft EIS for the possible spaceport in Camden County.

Barbara Mapstone
[REDACTED]

I0090

COMMENTS FOR FAA REGARDING SPACEPORT CAMDEN DRAFT EIS

In the Executive Summary, ES 1.2, it is stated, "The need for the FAA action of issuing a Launch Site Operator License and launch licenses results from the statutory direction from Congress under the Commercial Space Launch Act to protect the public health and safety, safety of property, and national security and foreign policy interests of the United States and to encourage, facilitate, and promote commercial space launch and reentry activities by the private sector in order to strengthen and expand U.S. space transportation infrastructure." While the mandate the FAA is under to increase increase in space facilities, the statement puts people and property first and foremost and that is a key point to consider in every aspect of this project. The draft EIS does not do an adequate job of understanding or protecting the public that resides or visits the Cumberland Island National Seashore.

The FAA definition of Public from 14CFR 420 is "*Public* means people and property that are not involved in supporting a licensed launch..." which leads one to think that the idea of people residing or visiting the Cumberland Island National Seashore (CINS) are public and per FAA rules need to be evacuated from the over flight area. Therefore, you cannot have the wording in the dEIS stating that residents or vacation homeowners on CINS are authorized personnel (4-95 line 4-9) nor can they be present at the time of launch.

It is also stated that closure areas would involve securing both land and water areas for launches, wet dress rehearsals and static fire engine tests. For the communities of CINS that would put a burden for having to leave their homes for at least three times for a launch. It would appear that you have not taken into account the effects on the socioeconomic impacts of the communities (4.12 Socioeconomics, Environmental Justice and Children's Health and Safety Risks.) that reside either full time or part time in the CINS. These communities would bear a burden greater than any other part of Camden County resulting in hardships for having to leave their property because of the spaceport facilities.

The CINS belongs to all people of the United States and, therefore, a commercial enterprise should not be able to mandate evacuation of the public when the public owns the land. A statement from the Camden County consultant stated that people could be present on CINS if they were out in the open. It is not apparent that this can be true under 14 CFT 420 or 14 CFR 417.

The Georgia law prohibits the taking of property by a commercial entity, which mean that the public on this property would not have to evacuate. Since there does not seem to be a trajectory that doesn't fly over all or part of the CINS, it appears that the public cannot be there and since the Georgia law prohibits taking of the property, it would be logical at this point to halt this entire process and save the taxpayers of Camden County and perhaps the taxpayers of the State of Georgia (if the state is called upon to help a county in financial difficulty) financial disaster on a project that may not be able to have launches. You obviously have a situation where you cannot have people present nor can you make them evacuate.

No member of Leidos, author of the dEIS, has visited Little Cumberland Island that we are aware of. That has caused some issues in the omission of important facts that have not been correctly identified or dealt with.

SA-08
SA-09

SO-11

SA-09

SA-08

I0090

To understand the elements of community on Little Cumberland Island you need to know that there are 43 cottages (at least half with additional outbuilding for pump houses or storage sheds on their property sites) that are private residencies. There are 4 cottages, a shop, tractor shed, archive building, 40 Tryke sheds, two boats, docks and a lighthouse on the property that are owned by the Little Cumberland Island Homes Association. That is a great deal of property (not to speak of the great emotional and sentimental values these properties have with generations of families), which could be destroyed given a flight mishap, which can occur 2-6 percent of the time. It is the FAA's own mandate that discusses the protection of property so how can all this private property be in the path of a rocket?

LU-05
SO-12

NP-12

On page 3-100 it is stated that the dominant views on Little Cumberland Island are towards the ocean and the salt marsh on the west, however, you have neglected the homes built along the Intercoastal, which have full view of the spaceport. The views would be impacted and the lighting associated with the spaceport would directly impact this part of the island. Further analysis needs to be done for this particular part of Little Cumberland Island. Also an incorrect statement is made on 4-112 lines 24-27 where you indicate that there is no line of sight to the proposed Spaceport. All the cottages on the west side of Little Cumberland Island on the Intercoastal Waterway have a direct site line to the property.

VE-01

4-95 line 37-41. It is stated property values could adversely be affected if potential safety and evacuation issues are concerns amongst real estate market participants. It describes values may go up if employment and income opportunities are created which would stimulate demand, however, very few people would commute from a barrier island to work everyday when the only means of transportation is a boat and that boat has to rely on tides. So the idea that values may go up if employment goes up do not hold true for CINS. Therefore, property values on Cumberland Island and Little Cumberland Island would decrease because of spaceport nuisances, lighting noise and vibrations. So again you are adversely affecting the socio-economic concerns of the group and singling them for a burden not experience by most of Camden County.

SO-13

Also, there is not an in-depth analysis of the damages to windows on Little Cumberland Island or Cumberland Island that could be caused by vibrations. A window cracked or broken cannot be easily replaced because that requires bringing over replacement windows on a barge, which is very expensive. There are no readily available contractors on island and it requires setting up a time for a contractor that could take weeks and then they have to make trips on a boat to do repairs. This becomes a very costly endeavor not to speak of the problem encountered if windows are destroyed and cannot be replaced for weeks. The question of how many times given all the structures this could happen needs to be better evaluated and an economic analysis needs to be done of what this potential cost would be to the spaceport or their commercial rocket partner.

NC-02

SO-14

3.0-Affected Environment, page 3-18 the map is incorrect with reference to the Loggerhead Sea Turtle Near Shore Reproductive area. There are many nests every year on Little Cumberland Island on the River Beach (Intercoastal Waterway); in fact, over the last decade that beach has increased in the number of nesting turtles. Based upon this incorrect map there seems to be no analysis of how lighting would affect the hatchling turtles in their move from nest to shore. Since they follow the light, the question would be would hatchlings take a

BR-01

BR-16

BR-19

I0090

route following the light that traverses the beach instead of going straight to the shore thus allowing more predatory animals to prey on the hatchings. That could have cumulative effects of decreasing loggerhead turtles.

3-86, line 13-19 talks about fire protection. The statement correctly identifies issue with fire safety, however, does not go into the issues with palmettoes being easily combustible. Little Cumberland Island in its natural state is covered thickly with palmettoes and would lead to major fires if fiery debris rained down on the area. Fires could spread rapidly and with the lack of fire fighters and fire fighting equipment widespread destruction of the maritime forest, cottages and buildings could occur. There doesn't seem to be a good analysis of the issue of fire on the island and the mitigation process to insure the safety of the property require fire personnel to be in place during a launch which would seem to be in direct violation of regulations which state the area is to be cleared of public. There is no economic analysis regarding the possible increasing insurance rates of what this potential fire problem could cost privately held property directly in the flight path of the spaceport. Again this places a hardship and burden on property owners of CINS and subjects them to conditions not incurred by the rest of Camden County.

SA-02
- SO-15

I0091

From: James H Hunter [REDACTED]
Sent: Monday, June 04, 2018 12:47 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comments - Draft Environmental Impact Study (dEIS) dated March 2018
Attachments: Spaceport Camden Rnge Launch Traj. w-Hunter Home.pdf

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

Dear Ms. Zee:

Below are comments relative to the Draft Environmental Impact Study (dEIS) dated March 2018 for the proposed commercial rocket facility in Camden County, Georgia.

We are owners of two lots with structures on Little Cumberland Island, Georgia among the 40+ houses on Little Cumberland Island. Our house is directly in center of the Range of Trajectories of the proposed Spaceport Camden rocket launches (see the attached marked-up "Spaceport Camden Range of Launch Trajectories") with an address of 73 South East Ridge Trail. We purchased this house two years ago from owners who were full time residents of Little Cumberland Island with our intention of becoming full time residents living in this home at some point in the future. We have no relationship to the Spaceport Camden project and are not to our knowledge "authorized persons". (definition unclear – needs explanation) We wish to make the following statement relative to the dEIS:

1. Explain the danger to us and our property as well as other property owners of a rocket launch failure considering ours and others' desires to be at home full time and desires to have full and free use of our privately owned property. We have been advised that 14 CFR 417.107 permits a rocket launch only if risk to any individual member of the public does not exceed a casualty expectation of one in one million per launch for each hazard. This question is raised considering that launch failures occur between 2.5% to 6% of launches (dEIS page 2-34, line 21) and that our home and other homes are in the center of the launch trajectory. SA-08
SO-14
— SA-01
SA-03
2. Explain the danger to us and others and our and others' properties of landing rocket parts which would ostensibly return directly over our home and other's homes to land in a different area of the proposed spaceport from that used to launch the rocket considering our and others' desires to be at our home full time and our and others' desires to have full and free use of privately owned property. SA-01
— SA-03
SA-12
3. Explain how Little Cumberland Island, historic properties, and all homes and other structures would be protected from fire caused by a rocket launch failures given that a medium-large lift-class launch vehicle would contain about 70,000 gallons of RP-1 fuel (dEIS page 2-22) given a fire response time of 2 to 4 hours (dEIS page 3-86, lines 15-19). — SA-02
4. Page 3-65 lines 27 & 28 state that there are no full-time residents on Little Cumberland Island by association charter. This statement is untrue as there have been and continue to be full time residents on Little Cumberland Island. — LU-05

I0091

- 5. Explain how our property described above would be protected from potential damage from routine launch noise and pressure waves, associated the sonic booms from rocket activity and landing rocket parts. —NC-02
- 6. Explain the financial impact on ocean-based commerce (fisheries, crabbing, oysters, and shrimping) and the negative impact on ocean-going commerce due to delays associated with hazard area closures (such as ships traveling to and from the Port of Brunswick). These financial impacts are not adequately determined. (dEIS page 4-90). —SO-18

Thank you for your assistance in this matter. Please acknowledge receipt.

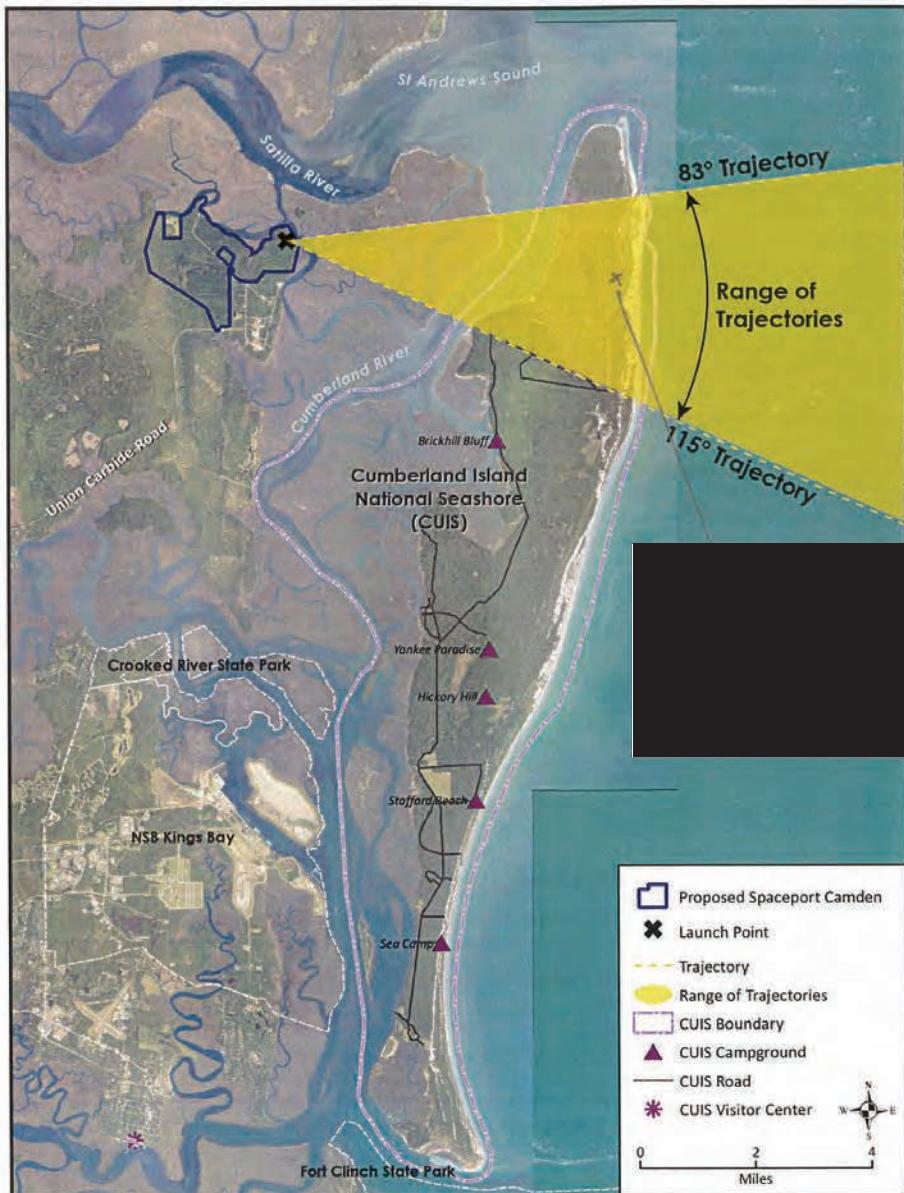
Sincerely,

James H Hunter III & Betty Lee Hunter

A large rectangular black redaction box covering a signature.

10091

Draft Environmental Impact Statement
Spaceport Camden



I0092

From: Elaine Chaney [REDACTED]
Sent: Tuesday, June 05, 2018 9:41 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft EIS for Camden County Spaceport

I ask that the Federal Aviation Administration deny a Launch Site Operations License to Camden County, Georgia.

I am concerned that the Draft Environmental Impact Study for Camden County Spaceport does not adequately address several important issues that could affect the environmentally sensitive Georgia coast.

1. The salt marshes along the Georgia coast, including the area in the launch trajectory of the proposed spaceport, are nurseries for marine life and vital to migratory birds. In the fall of 2017, the Western Hemisphere Shorebird Reserve Network designated the Georgia barrier islands, including Cumberland Island and Little Cumberland Island, as a vital shorebird sanctuary. What affect will the vibrations and noise from launches and tests have on the nearby rookeries and on migratory shorebirds? Will we see “startle activity” where birds move on before they have been able to consume the amount of food needed to continue their migratory journey?

BR-16
BR-20

2. There is an old Union Carbide toxic landfill adjacent to the launch site in which the toxic plume is already moving closer to the eroding banks of Todd Creek. What impact will the vibrations from testing and launches have on this precarious situation? I urge you to work with the EPA to determine the impact a spaceport could have on this situation.

NC-02
HW-05

3. In addition, I am concerned about the launch trajectory that will go over Cumberland Island National Seashore and Little Cumberland Island. Forty-five percent (45%) of Cumberland Island is designated as wilderness, which is designed to be “unencumbered by man.” Surely, rockets flying over the island is not what is meant by “unencumbered by man.” A vertical launch has never lifted off over private property in the U.S., rather than over water, and no other spaceport in the nation launches over property that may include campers and private property.. Rocket failures will occur. Currently, the medium to large liquid propellant rockets proposed for this spaceport experience a 2.5-6% failure rate. That translates to 1-3 explosions or failed launches every 2 years at the proposed spaceport. Cumberland Island does not have a fire department, leaving the Cumberland Island National Seashore vulnerable to extensive fire damage or pollution from unspent liquid rocket fuel. Hazardous waste and munitions from a failed test or launch would have a devastating impact on the salt marsh, a vital biome for local fish, oysters, shrimp, and other wildlife.

WL-04

SA-03
SA-02

4. Finally, closures and evacuations that will need to take place for tests and launches affect the commercial shrimping and guide services in the area, a key economic engine for the Georgia coast. Even one day of closure can have a huge impact on these industries.

SO-10

I believe the Draft Environmental Impact Study for the Camden County Spaceport is seriously flawed and fails to adequately address the environmental impact that a spaceport would have on this area. I urge the Federal Aviation Administration to deny the Launch Site Operators License to Camden County, Georgia for this proposed spaceport.

Thank you for the opportunity to comment on Draft EIS,

Sincerely,
Elaine Chaney

10092



I0093

Comments to the Draft EIS for the Camden County, Georgia, Spaceport; issued in March 2018

From: C. Adams
Date: May 28, 2018
To: Ms. Stacey M. Zee
Environmental Specialist
Federal Aviation Administration, c/o Leidos
2109 Air Park Road, SE, Suite 200
Albuquerque, NM 87106

“Spaceport Camden”. Hmm. The idea is so ridiculous it doesn’t even seem worth contemplating. I seriously doubt that the U.S. Navy would allow any rocket to be launched or landed anywhere near the submarine base. I know they nixed the reopening of the local Camden County airport near St. Marys.

Cumberland Island National Seashore is another whole problem. It is land set aside by the federal government to be used by the American people. It is not in the best interest of the public to allow private industry to jeopardize a place as special as Cumberland Island. My family and I have been hiking and camping there since the early 1970’s.

I am outraged by even the idea of a spaceport on the Georgia coast.

Lifelong, Georgia native



C. Adams

Final Environmental Impact Statement
Spaceport Camden

I0093



I0094

Comments to the Draft EIS for the Camden County, Georgia, Spaceport; issued in March 2018

From: P. Kanes
Date: May 29, 2018
To: Ms. Stacey M. Zee
Environmental Specialist
Federal Aviation Administration, c/o Leidos
2109 Air Park Road, SE, Suite 200
Albuquerque, NM 87106

The myriad of deficiencies in the Draft EIS have been set forth in other well considered comments, both oral and written, so I see no need to reiterate them here. Suffice it to say that, in my view, the document needs to be either substantially re-written or scrapped and re-issued.

As I am sure you know, President Trump has ordered a series of new regulatory reforms to encourage the commercial space industry. The directive orders the Transportation Department to create a new regulatory system for managing launch and re-entry activity. The government will consider requiring a single license for all types of commercial space flight operations and will require performance-based criteria.

The administration hopes to have the new framework in place next year, so there is some doubt as to the applicability of the directive to the current EIS process. However, Camden County has not yet applied for a site license so perhaps they will wait until the new regulatory regime is in place. Although at first glance the directive is disturbing as it implies that a streamlined process might run roughshod over potentially worthwhile objections to an EIS, it might actually improve the end product and fix the broken FAA process of approving an EIS first and then performing the safety review, a back-asswards approach if I've ever seen one.

The new regulatory framework might require that the government consider whether the launch location specified by the applicant is the most appropriate location. You may recall, when the scoping comments were solicited prior to the issuance of the Draft EIS, that a number of individuals questioned whether this location was the best one. The dismissive responses in the Draft EIS were simply that consideration of alternate locations was beyond the scope of the engagement because Camden County had specifically tasked Leidos with determining the best location in Camden County. The new regulatory framework might instead take a more regional or even a national approach and possibly nix the current process that, to date, has cost taxpayers millions of dollars and has yet to show any real economic viability.

The single license approach might avoid the absurd result that we are presently heading towards where the FAA grants the site license to Camden County but a launch operator would never be able to launch a rocket due to the unfettered presence of the uninvolved public in the launch hazard area. A rocket company would not want to attempt launches in Camden County when they would have free rein to launch from nearby Canaveral or Wallops.

AL-02

I0094

The White House has stated that the proposed reforms are intended to stimulate business growth and create new jobs. One cannot argue with that. Perhaps these new reforms would force an applicant to put forth a business plan that is publicly debated and vetted prior to spending millions of taxpayer dollars on an EIS. Or, perhaps the business plan would be required as part of the EIS. The current Draft EIS simply makes the conclusory statement that the spaceport would stimulate the economy and create jobs. A true economic peer-reviewed study would take into account jobs lost as well as potential jobs gained. The current Draft EIS references 77 full-time employees at the spaceport itself. Camden County touts that hundreds of additional jobs will be created through rocket launch related activities such as support services, tourism, housing, etc., but we hear nothing whatsoever about potential jobs lost. Tourism may shrink instead of grow as vacationers grow weary of disruptive activities such as sonic booms from launches and landings, rocket engine tests and the like. Eco-tourism is a growing segment of tourism on the Georgia coast and is based upon opportunities to enjoy the serenity of nature. These folks will go elsewhere if their experience is interrupted by noise, fumes and vibrations. And when, not if, launch explosions occur, the loss of jobs from closed commercial and recreational fishing, shrimping and shellfish grounds, and the interruption of shipping lanes would be considerable. It is not inconceivable that the entire Floridan aquifer could be compromised by launch activities and accidents with the result that artesian water pressure disappears entirely along with the jobs for the people who can no longer inhabit the area.

SO-19

As the National Space Council's executive secretary, Scott Pace, said in a conference call with reporters, "The Trump administration's actions on space mean investments in high-tech, middle class and blue collar jobs that fuel our economy and secure our future". I could not agree more. However, I am hopeful that the new streamlined one-stop shop regulations will result in this proposed launch facility being canned due to all of its deficiencies, but that ancillary aeronautical and space industries can be located in and around Camden County that would not involve launching a single rocket but would bring high-tech and supporting jobs to the area.

So we are now in uncharted territory as far as the new proposed streamline regulations are concerned. To me this militates against any hasty actions in issuing a final EIS. In this regard, I would suggest that the FAA follow its existing regulatory mandates but require that Camden County rectify all of the deficiencies in the Draft EIS. By then new rules will come into being which will hopefully expose the Camden spaceport project for what it is - an ill-conceived project with little consideration for the environment and private property rights and which would not boost the commercial space industry but would be yet another black hole for the taxpayers and citizens of the State of Georgia to fill with dollars.

Thank you for your consideration.



P. Kanes

10094



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

87106-323399

[REDACTED]

I0096

From: Deby Glidden [REDACTED]
Sent: Thursday, June 07, 2018 6:39 PM
To: stacey.zee@faa.gov; FAACamdenSpaceportEIS
Cc: Deby Glidden
Subject: EXTERNAL: Spaceport Camden dEIS comments
Attachments: FAA Deby Glidden Comments June 5 2018.docx; Spaceport Camden County

Ms. Zee,

Please find my Dec 2015 letter expressing concerns about Spaceport Camden. Also please find my June 2018 letter with my serious reservations about Camden Spaceport as none of my concerns have been addressed, and many more have arisen from my careful review of the dEIS. I am a long time resident of Camden County on Little Cumberland Island.

Thank you for your effort in this important review, and I hope you seriously consider my comments and recommend a decision by the FAA to protect people in harm's way and tell Spaceport Camden that their operation won't get FAA approval. I'm happy to discuss any of my comments with you.

Thanks,
Deby Glidden
[REDACTED]

I0096

From: Deby Glidden [REDACTED]
Sent: Sunday, December 06, 2015 9:33 PM
To: FAACamdenSpaceportEIS
Subject: Spaceport Camden County

Ms. Stacey Zee
FAA Environmental Specialist
Spaceport Camden County
c/o Leidos
2021 Century Boulevard, #105
Germantown, MD

Ms. Zee,

I am writing in opposition to the proposed Spaceport in Camden County. There are multiple reasons for my opposition:

1. The Cumberland Island National Seashore and Little Cumberland Island, is a very special protected wilderness of approximately 25,000 acres in Georgia that is unique to the eastern coast that is so over-developed. This must be protected and having space launches over this wilderness will disrupt the quiet and its wildlife habitat which is critical to endangered nesting sea turtles and coastal birds.
2. As a homeowner on Little Cumberland Island for nearly 40 years, I am devoted to protecting its wilderness with my time, energy and funds, and it represents a substantial portion of my assets. To require that I vacate my home during a space launch amounts to a taking of my property, which violates my property rights and my rights to quiet enjoyment of my home.
3. As a homeowner, the possibility of a failed space launch with resulting physical debris falling over my land and home, and our wilderness which is protected by the Department of the Interior, violates the spirit and letter of that agreement. No enterprise, including Spaceport has the right to violate that agreement.

GC-01

I strongly urge you to not approve this project which will disrupt my rights as a homeowner as well as the protected wilderness with all its habitat and wildlife.

Thank you,
Debra Glidden

[REDACTED] home and land owner, [REDACTED]

mailing address

[REDACTED]

I0096

Glidden Comments to FAA June 5, 2018

June 5, 2018

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

Ms. Zee,

After reading the dEIS for Spaceport Camden, I have the following concerns and comments, especially as none of the reasons for my original opposition in the attached letter of Dec. 6, 2015 have been addressed. I also have many additional comments as the dEIS raises many more questions than it answers, and in my opinion, doesn't address ANY of the pertinent environmental issues, which supposedly is the entire purpose of the document or the private property issues which are at the heart of the proposed trajectories.

We need the FAA to independently review the dEIS in concert with the many comments you'll receive. The FAA's independence is critical for proper evaluation of the risks which have been omitted and not addressed in the dEIS.

Abbreviations used below: Little Cumberland Island ("LCI") and Cumberland Island National Seashore ("CINS").

1. DEIS, pages 2-34, line 21: dEIS has omitted plans to prevent a rocket failure launch over LCI and CINS. In this omission there is an additional EXPLICIT and VERY IMPORTANT but UNSTATED OMISSION OF FAILING TO IDENTIFY THAT LCI IS A LONG-STANDING COMMUNITY OF PRIVATE PROPERTY OWNERS, RESIDENTS AND FAMILIES. IF THERE ARE ROCKET LAUNCHES DIRECTLY OVER EITHER LCI OR CINS, ANY RESULTING EXPLOSIONS AND FIRE DESTRUCTION COULD BE CATASTROPHIC AND CAUSE THE DEATHS OF PEOPLE AND WILDLIFE AND TOTAL DESTRUCTION OF PRIVATE PROPERTY ON LCI. CINS ALSO HAS 60,000 VISITORS ANNUALLY, PRIVATE PROPERTY OWNERS PLUS PROPERTY HELD IN TRUST BY THE US GOVERNMENT. WE NEED THE FAA AND DEIS TO RECOGNIZE THESE CRITICAL OMISSIONS AND REDO THE DEIS AND CAMDEN SPACEPORT PLANS TO AVOID ALL TRAJECTORIES THAT ARE DIRECTLY OVER LCI AND CINS, BOTH FOR LAUNCH AND FOR RE-ENTRY. THE FAA HAS NEVER APPROVED LAUNCHES OVER PRIVATE PROPERTY OR WHERE PEOPLE ARE PRESENT SO WE HOPE THAT IN BRINGING THESE FACTS TO THE FAA'S ATTENTION, THAT THE FAA WILL NOT APPROVE THE CURRENT CAMDEN SPACEPORT PLANS WHICH SHOW OVERFLIGHTS OF LAUNCH (AND PROBABLY REENTRY) OVER LCI AND CINS. IF THE FAA DECIDES TO GO FORWARD, PLEASE SHOW REVISED PLANS, MAPS AND ASSUMPTIONS CORRECTING THIS MAJOR OMISSION SO THAT THERE ARE NO OVERFLIGHTS OVER LCI AND CINS. HOWEVER, WE STRONGLY URGE THE FAA TO DECIDE THAT CAMDEN SPACEPORT IS NOT VIABLE PER THE FAA REGULATIONS TO PROTECT PEOPLE AND PROPERTY.

NP-18

NP-27

PA-32

PA-32

I0096

Glidden Comments to FAA June 5, 2018

- In my opinion this is a glaring omission of failing to identify that LCI is a significant community as Spaceport Camden/Andrew Nelson/Leidos only used census data which shows only 1 or 2 residents whose primary residence is LCI and who are registered to vote in Camden County. Nelson discussed this two years ago with LCI's Chairman who told him we have 86 property owners who are on LCI year-round, 365 days per year. Further, if Camden County property tax records had been checked, they show that our members plus the LCI Homes Association, Inc. pay more than \$200,000 in property taxes annually. These taxes are significant and indicate that Camden County is totally aware of LCI's many owners and happily collects our property taxes, so the county and its representatives cannot claim to not know of our existence. Okefenokee Rural Electric Association provides electricity to LCI's 46 homeowner's plus LCI's homeowner's association. These are AMPLE examples of public records showing the number of people who own property and reside on LCI.
 - LCI's 86 property owners represent approximately 300-350 family members who visit LCI frequently throughout the year. In addition, there are many friends who visit regularly, so the total people who frequent LCI may be approximately 350-400 annually plus contractors and service providers. Some stay for a weekend, some for a week, some for months – in addition to our full-time staff whose primary home is on LCI.
 - This glaring omission needs to be corrected as this correction drastically heightens the importance of the private property rights, and the extreme hazard conditions that LCI's members face, both for personal safety as well as for property protection, with rockets launched directly overhead. I sincerely hope the correction of these facts and omissions will alter the outcome of the FAA's analysis and recommendation as the FAA is responsible for safety of people and its regulations prohibit launches directly over LCI and CINS when people are present. LCI members will NOT vacate our property as this is effectively a 'taking' which is against Georgia Law.
2. These next three paragraphs describe Little Cumberland Island and its community:
- Little Cumberland Island Mission Statement: "*The Mission of the Little Cumberland Island Homes Association, Inc. is to own, protect, maintain, and preserve the Island and all of its wildlife habitats in as natural a condition as possible, while setting aside a portion of the high-ground as second home sites for members. Where conflicts occur between these two objectives, preservation and the natural integrity of the Island shall be the prevailing consideration. The commitment of the Association to this mission is embodied in the Agreement that exists between the Association and the U.S. Department of Interior.*" Quote on LCI's website.
 - Little Cumberland Island has been a vibrant community for more than 55 years, with our members owning 100 lots on which we have 46 homes, in addition to 2,000 acres of common property, operational buildings and equipment owned by all of us. These 2,000 acres will never be developed by Agreement with the U.S. Department of the Interior. We count multiple families who have been members and enjoyed the Island for four

LU-14

I0096

Glidden Comments to FAA June 5, 2018

generations, with two and three generations for many others. We celebrate birthdays, anniversaries, graduations, spring breaks, summer vacations, winter vacations, and all the major holidays. Our Little Cumberland Island Lighthouse, built in 1838 and stabilization projects generously funded by our members in the mid 1990's and again in 2015, has been the location for at least two engagements and three weddings. We have members and staff present year-round, with some of our members and families living on the island for four-five months at a time. We all feel this very special emotional bond with our Island, which we collectively and individually will protect at all cost. Our Island wilderness includes five miles of unspoiled beach, myriad creeks, original forest live oaks hung with Spanish Moss, 100 foot pine trees, sea oats, palmetto, and other vegetation, plus the myriad wildlife - deer, wild horses, feral hogs, raccoons, bobcats, armadillo, coyote, alligators, endangered Loggerhead Sea Turtles, dolphins, pelicans, several species of endangered shore birds, hundreds of bird species who use our island on their migratory routes twice a year plus all the other birds who reside year round.

- The quote below from our Little Cumberland 1962 newsletter is prominently on today's website, which attests to the ongoing spirit of protection and enjoyment of our precious Island and resource:
 - *"This concerns an island, our Island. We hold Little Cumberland in trust, for no one may really own primitive, wild beauty. The challenging, difficult, delicate task ahead is to maintain this unspoiled bit of land; it would be so tragically easy to destroy it. Like a lodestone, our Island has brought us together. It means many things to many people. We are fishermen who long to battle with a game fish from the stern of a sturdy boat. We are birdwatchers, keen to spot a "lifer" in the palmetto, writers and artists who choose the seclusion of an island for our work. We are grandparents who would give Cumberland's long white sands to our grandchildren for racing the edge of the waves. Others of us are young, too young to spend more than a fleeting holiday there, but we trust the Island of our leisurely tomorrows will be the same as it is today. A fortunate few of us knew wilderness in our youth before the relentless spread of four-lane highways and mushrooming communities and we feel an urgent need to preserve this Island of Yesterday. Some of us would escape the winter's cold, others summer's heat. Individually we have our dreams, our own plans for the future, but one thing we share in common --- the need to preserve on Little Cumberland those qualities that drew us there. This is our Island."*

Within the context of the dEIS and Camden Spaceport plans for trajectories directly over CINS and LCI (which I vigorously oppose) plus other parts of the dEIS, I have the following comments on the various sections

3. The dEIS has omitted plans to deal with rocket failures and resulting fires. We need the dEIS to have analysis and a plan for dealing with the short-term and long-term plans to prevent a rocket failure launch which is estimated at 2.5-6% as debris from any failure could incinerate both Little Cumberland Island ("LCI") and the Cumberland Island National Seashore (CINS). LCI and CINS are in the proposed hazard zones for all designated launch flights from Camden Spaceport that are described in the dEIS. Any fiery debris landing on LCI or CINS could incinerate the entire island,

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eco-system, wildlife, people and property as there is NO fire-fighting equipment on either island. We have seen first-hand the destruction that lightning-sparked fires has created on each island and it is devastating. At least those are acts of nature and can't be prevented. These rocket launches are acts of man and must be prevented from launching directly over our heads.

- a. Please show the plan and assumptions to avoid having rocket debris rain down on LCI and CINS, which effectively means trajectories that do not pass over LCI and CINS both on launch and re-entry.
- b. **The dEIS has omitted plans to put out any fires resulting from rocket explosions over LCI and CINS or immediate evacuation of people and pets.** Please show the plan and assumptions to put out such fires and immediate evacuation of people and pets, keeping in mind that access to LCI is limited to boat access only. There is no causeway. Boat access is very limited by tides and the sand bar at the entrance to Shell Creek, the only boat dock landing site on LCI. The LCI boats can only navigate Shell Creek 3 hours either side of high tide. Significant number of firefighters would be needed to be brought by boat to put out a fire on LCI, and Coast Guard regulations prohibit more than 6 passengers per boat. Fire fighters would have to be brought by boat to LCI.
 - Water for firefighting is a huge issue on LCI as the 46 homes generally only have garden hoses for outdoor water, using a small home pump for water pressure. If the house is on fire and the home pump loses electricity, then there is only artesian pressure. There are no fire hydrants on LCI. The bulk of the 2200 acres is dense palmetto, live oak and other native vegetation in the wilderness, with NO road access for most of it, and no access to water for a fire truck.
 - Firefighting on LCI is done by hand, using machetes to attempt to cut fire breaks. In the dense palmetto this is a herculean job which would require many firefighters to put out multiple fires covering 2,200 acres which would probably occur with a rocket explosion and resulting debris.
 - This effectively means there will be NO fire-fighting equipment to put out any fire from rocket debris, with the result that the entire island could become an inferno and be destroyed. All of these factors mean it is IMPOSSIBLE to successfully fight a fire on LCI, which raises the hazard factor to unacceptable levels in comparison to fighting a fire in a suburban or urban environment with fire hydrants, fire trucks and ability to call multiple fire stations in a crisis. These factors have all been omitted from the dEIS and need to be addressed if Camden Spaceport has trajectories over LCI and CINS.
 - Communication on LCI is very limited as there is no internet and very limited cell phone service. This means there is no effective way to communicate to residents that there is a fire, that fire fighting help is needed or that there needs to be a very quick evacuation of the island. The dEIS needs a plan to address this on both LCI and CINS.
 - LCI has only two boats, which are not always at the dock which begs the question of executing a quick evacuation. If the fire starts in the six hours around low tide and

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the boat(s) can't navigate Shell Creek, then people cannot be evacuated. Coast Guard regulations require we can have a maximum of 6 people per boat. Depending on the dates, LCI can have as many as 100 people on LCI at one time, which means that people would die if evacuation is impossible. Even if LCI overloaded its boats during a crisis evacuation, the tides may make evacuation impossible but there's no way to evacuate more than a few dozen in a crisis mode. If the tides cooperated, the number of people on LCI may make it impossible to get everyone evacuated in time to save lives.

—SA-02

- With current Spaceport Camden plans for trajectories directly over LCI and CINS, please provide assumptions and plans for how Camden Spaceport will deal with all of these issues in both preventing hazardous debris from raining down on LCI and CINS, in successfully fighting any fires from the debris, plus evacuation of people and pets quickly as the fires could result in the loss of the entire island, the ecosystem, and lives of people and wildlife.

2. DEIS, pages 4-95, line 4: the dEIS states that campers, residents, homeowners, staff and visitors would be considered 'authorized persons' during a launch and may stay on both LCI and CINS. The term 'authorized persons' is without meaning within the FAA terminology for the uninvolved public and is a term that Andrew Nelson has made up. The EIS must be corrected so that campers, residents, homeowners, all staff and visitors are properly identified as members of the public, not 'authorized persons'. Eliminating the 'authorized person' category means we will not be permitted to remain on LCI or CINS during a launch. Forcibly removing LCI property owners, staff, and visitors amounts to a 'taking' of our property - see my comments in paragraph 3 below on this subject. We will NOT leave LCI voluntarily. This needs to be corrected in the dEIS to show that there are no trajectories that go directly over LCI.
3. Per the FAA Regulations of "14 CFR 417.07, a launch operator may initiate flight only if the risk to any individual member of the public does not exceed a casualty expectation of one in one million per launch for each hazard. Therefore, a launch operator could not conduct a licensed launch from Camden if the risk to any member of the public, including those who remain on LCI and CINS, did not meet this requirement. A launch operator who intends to conduct launches from Camden Spaceport may need to identify closure areas to meet this requirement." Requiring LCI residents and staff to vacate our island and property for a launch is equivalent to a 'taking' of our property which is illegal under Georgia law. In order to comply with the safety requirement, there can be NO people on LCI or CINS during a launch. We will NOT leave LCI voluntarily. The dEIS needs to adjust the assumptions and analysis to take into account that there WILL BE PEOPLE ON LCI in calculating trajectories for both launch and re-entry which effectively means the trajectories cannot be over LCI or CINS.
4. The dEIS is required to show at least one example of a possible rocket trajectory and hazard zone corridor for the medium-large lift rockets referred to in the site application, in order to demonstrate the feasibility of the project. And when reviewing a potential launch site license the dEIS is required to provide casualty risk analysis for the representative rocket hazard zone. "Includes an overflight exclusion zone where the public risk criteria of 30×10^6 would be exceeded if one person were present in the open" (14 CFR 420.23). We have been told that there is a proprietary calculation of the trajectory which we have not been allowed to see, and that this differs from the 'normal' calculation per the FAA requirements yet this has been

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omitted from the dEIS. The dEIS needs to provide that proprietary calculation, and then the FAA needs to determine if it agrees with this calculation, with explanations of assumptions made for the numbers of downrange public. We will also determine if we agree with this calculation. The dEIS also does NOT make reference to how the relatively narrow hazard corridors shown in ES- 5 and ES-6 were derived. We don't think it is possible, and until shown otherwise, consider these are MAJOR negative issues in the dEIS which reduces the credibility of the entire dEIS. We need this data and assumptions on hazard corridors and that these corridors will not encompass LCI or CINS.

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5. The dEIS has omitted ANY representative hazard zone corridors for the landing rocket parts which would apparently return directly over LCI and CINS to land at a different area of the proposed Spaceport from that used to launch the rocket. Please provide well-documented casualty risk analysis and assumptions for the public from re-landing medium-heavy rockets passing directly over private property on LCI and CINS on its way back to the landing site, or preferably for no trajectories over LCI and CINS. Again, LCI WILL HAVE PEOPLE on LCI during re-entry as LCI is occupied 24/7/365 - year-round.
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6. DEIS, table 3.11-1, Section 3.11. The dEIS has omitted assumptions on how private property and historic structures would be protected from damage to historic structures from sonic booms, both on launch and on re-entry when the boom is greater. This damage could include glass breakage, damage to exterior walls and other hard-to-predict damage. Within Glynn and Camden counties, there are a total of 34 structures on the National Registry of Historic Places including multiple properties on CINS, the LCI Lighthouse which dates to 1838, and the First African Baptist Church on CINS which is a major part of all tours on CINS. The dEIS needs a plan (plus documented assumptions) to avoid damage to these treasures as there currently is none in the dEIS.
] CR-05
7. DEIS, pages 2-34, line 21: the dEIS has omitted a plan for dealing with toxic substances from rocket failures for LCI or CINS, with the stated anticipated 2.5-6% rocket launch failure. We need to know the nature of the toxic substances released, how these will be monitored, how we will know if it is safe to be on LCI and CINS, and what impact these toxic substances will have on the vegetation and wildlife, and how to deal with these toxic fumes which could cause death in people, vegetation and wildlife. We know in other launches, the gases are so toxic that people must either evacuate ahead of time or wear special gas masks in order to prevent death. We need to know how these gases will impact LCI and CINS people. The dEIS needs such a plan and assumptions.
] AQ-03
] HW-31
8. DEIS Exhibit 3.7-1: The dEIS has omitted what property is to be included in the Camden Spaceport facility, omitted what contamination is currently present, omitted a plan to measure the current level of contaminants, omitted a plan and cost assumptions for the cleanup of current contaminants and omitted an analysis and assumptions for preventing additional contamination from rocket launches.
] HW-49
- a. Maps provided suggest that the proposed facility would be part of the Dow Chemical property only. However, the dEIS refers to spaceport infrastructure that exist only on Bayer Crop Science property - the deep-water access (Exhibit 2.1-2, pages 2-34, lines 9-11) required for return of the first stage rocket parts from a sea-going landing barge. If
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Bayer is to be used, dEIS maps need to be re-drawn and meaningful environmental impact review done for both Dow and Bayer properties.

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- b. Camden Spaceport should have taken core samples taken in multiple locations from both Dow and Bayer, with information disclosed in the dEIS plus a mitigation plan for both chemical pollution and costs associated with cleanup. The nature of a rocket launch of a medium-heavy rocket distributes additional pollutants to the environment, and these need to be included in the dEIS which has not been done. With Camden County proposing to BUY the Dow property and assume the liabilities of contaminants, there must be an evaluation listed in the dEIS of contaminants present, and how liability and cleanup costs would be shared between Camden Spaceport and Dow. The same is true for the Bayer property, although since the dEIS as omitted how that property will become part of Camden Spaceport (purchase? Lease?) and has omitted how that cleanup costs and liabilities of that contamination will be shared – the dEIS needs to disclose all of this information and assumptions on costs, how property will be acquired, contamination and cleanup information.
- c. In cases where the liability for hazardous contamination and cleanup costs are severe, companies have filed Bankruptcy as these costs are monumental. In these cases, however, environmental contamination costs and liabilities for cleanup costs survive bankruptcy. With Camden County proposing to BUY the Dow property, it will be liable for ALL the cleanup costs, regardless of its ability to pay, which potentially has dire consequences for the Camden County taxpayers. The DEIS needs to address the assumptions and plans for dealing with these costs and funding for such.
- 9. DEIS 2-16, lines 5-8: the DEIS omits modifications to the dock on Floyd Creek or to Floyd Creek necessary for access to a sea-going tugboat and a large sea-going barge used to return rocket parts after re-entry. The dEIS needs to do this, including the environmental impact of such modifications on water and protected wetlands, and its assumptions and projected costs.
- 10. In 2011, the Georgia Environmental Protection Division and Dow Chemical Corp agreed to a binding Environmental covenant, pursuant to Georgia Uniform Environmental Covenants Act OCGA 44-16-1, which strictly limits activities that are permissible on the 4011 acres of Dow Chemical property. This covenant has been omitted from the dEIS and needs to be disclosed, including what liability this presents to Camden Spaceport in its proposed purchase of the Dow property, projected costs and how Camden Spaceport will fund these costs.
- 11. DEIS has omitted mention of the potential issues of Camden Spaceport operations with Kings Bay Naval Submarine Base which is nearby. There needs to be analysis IN CONJUNCTION WITH KINGS BAY, for the potential negative impact of repeated offshore closures and rocket launch and re-landing activities on the expected 24/7/365 readiness of Kings Bay Naval Submarine Base. The dEIS needs to address how Kings Bay can remain in readiness round the clock every day of every year.
- 12. DEIS has omitted mention of the impact and cost of repeated hazard area closures on area fishing, tourism, ocean-going container ships from International Auto Processing which routes frequently pass directly to the east of LCI and CINS, and commercial airline routes as passage

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over LCI and CINS is the primary north-south route between FL and the northeast coast. The dEIS needs to disclose the impacts and costs with assumptions stated, as the stated 12 launches and 12 re-entries plus frequent scrubs of launches due to weather, will undoubtedly have a major negative impact on both area businesses as well as regional and national businesses, plus the State of Georgia which owns Jekyll Island and derives much financial benefit from the tourism dollars spent. Reportedly, the State of Georgia derives \$3 billion in economic benefit from coastal tourism, which has not been addressed in the dEIS and need to be done.

-SO-18

13. DEIS has omitted a business plan, a cost-benefit analysis, an analysis of the environmental issues and remediation costs, an analysis of the private property issues, and an analysis of impact on area, regional and national businesses. The dEIS needs to spell out these analyses plus assumptions.

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14. We hope Camden County will realize that the \$4.4 million to date has NOT been well spent, and it would be much more productive to stop Camden Spaceport, and utilize funds to develop other opportunities for Camden County which will have a positive cost-benefit to its taxpayers. We hope that the FAA will do its part in addressing these many issues in the dEIS as its primary responsibility is the safety of the public and a well-thought out plan for the proposed spaceport. How ironic would it be if the FAA granted Camden Spaceport its operator's license only to discover that there is no viable trajectory for a launch, and therefore the FAA could not grant a launch license. This would mean that all of the taxpayer funds spent to get to that point are washed down the drain. We hope the FAA will be wise in its evaluation, address each of these concerns and discover that there are no ways to sufficiently address them and ensure the safety of the public.

In summary, with facts provided about the LCI community above, we hope this new (to the FAA and Leidos) information will allow the FAA to agree that the proposed Camden Spaceport is not viable, will tell Camden Spaceport it will not get an operator's license and suggest that Camden County can start seeking other ways to create jobs in a more fiscally responsible manner. If the FAA makes that decision now, then all the other objections and huge omissions listed above in my comments (plus all the other negative comments you receive) that need to be corrected in the dEIS will become irrelevant and we won't have to waste more taxpayer funds on yet another draft of the dEIS. I look forward to your response and a decision that Spaceport Camden is NOT viable.

Thank you,
Debra Glidden

40 + year taxpayer and property owner on [REDACTED] in Camden County

I0097

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

FAACamdenSpaceportEIS@Leidos.com

Dear Ms. Zee:

I am a private property owner on Little Cumberland Island in Camden County Georgia. My property is located approximately 4.5 miles from the proposed point of launch directly downrange on Little Cumberland Island. According to the maps provided by Camden County in the DEIS, almost every launch trajectory will overfly my private property on Little Cumberland Island or property owned by the Little Cumberland Island Homes Association of which I am a member.

The DEIS is a flawed document. NEPA requires an assessment of impacts to the natural **and human** environment. The DEIS does not adequately assess the real dangers to humans and personal property on Little Cumberland Island and Cumberland Island posed by catastrophic failures or the environmental impacts on Cumberland Island National Seashore and in the surrounding salt marsh from routine spaceport operations and catastrophic failures.

Many comments raised during the scoping comment period have been ignored or inadequately addressed. I have included my original comment letter with this communication and highlighted comments that still need to be addressed.

The process of reviewing and commenting on the DEIS has been confusing, in part because Camden County and their "technical space expert", Andrew Nelson, have been deliberately vague or misleading with information they have provided to downrange property owners, and the county's communications do not match the information in the DEIS. There are numerous discrepancies between the information provided to the public during the scoping period and information in the DEIS. For example, the size of the proposed rockets changed from small to medium lift in the scoping documents, to small to medium-large, (Line 8 "orbital and suborbital launch of small to medium-large, liquid propellant launch vehicles.") in the DEIS. Similarly, the scoping notice in the Federal register states that, "All vehicles would launch to the east over the Atlantic Ocean;" however, the DEIS states that all vehicles will launch over two barrier islands, including private property, dozens of historic sites and the salt marsh. Launching over water is much less risky for humans and their property and a very different project than the one described in the DEIS. These are major changes to what was presented during the scoping period and the DEIS must be started over to address them.

There are also discrepancies between what Andrew Nelson is saying publicly in

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regard to the safety of Little Cumberland and Cumberland Island residents which is inconsistent with information contained in the DEIS and FAA policy.

The following, in no particular order, are my comments that must be addressed by the FAA in the draft Environmental Impact Statement for Spaceport Camden.

Information from the cooperating agencies and other organizations is not included in the DEIS and must be included so that the public can adequately comment and fully understand the impacts of this project. The DEIS must address concerns of the National Marine Fisheries Service, State Historic Preservation Office (section 106), Cumberland Island National Seashore, Jekyll Island Authority, Port of Brunswick, Coastal Resources Division of the DNR, and the Environmental Protection Division of the DNR. In particular, GAEPD's assessment of spaceport impacts on the closed RCRA landfill must be included.

NP-33

Section 7.0 fails to address the historic structures and irreplaceable cultural resources located on Cumberland Island National Seashore (CINS) and Little Cumberland Island (LCI) that could be irreversibly and irretrievably damaged and destroyed by a catastrophic event (DEIS page 2-34, line 21), which occur between 2.5 and 6 percent of launches. Structures such as the LCI historic lighthouse c. 1838, the First African Baptist Church, High Point, Plum Orchard, Stafford House, and Chimneys would be downrange or very near virtually every launch and cannot be replaced.

CR-05

No mitigation strategies to protect historic structures have been described. Precise, comprehensive, and enforceable impact mitigation plans must be included in the draft EIS. The Little Cumberland Lighthouse is the second oldest lighthouse in Georgia and has recently undergone a \$500,000 restoration, but there is no mention of possible impacts from blast overpressure, intense sound, and vibration.

The obviously appropriate mitigation strategy that will insure the continued existence of these irreplaceable historic buildings would be to change the launch trajectory so these historic structures are excluded from all potential impacts including catastrophic impacts. The only other acceptable mitigation would be to physically move the historic structures out of the over flight area or hazard areas.

Please provide an explanation of the legal mechanism and the method in which private citizens can be involuntarily removed from their private property for the operation of a private for profit spaceport. (The Georgia Constitution specifically prohibits eminent domain for economic development. The described purpose for the spaceport in the introduction section 1.0 page 1-1 lines 33 – 34 clearly states that the only purpose for Spaceport Camden is for economic development.) Since spaceport Camden has no mechanism to make me leave my private property on Little Cumberland Island, the DEIS must be changed to show trajectories that do not overfly private property on Little Cumberland Island or Cumberland Island. Exhibit 2.1-4 Spaceport Camden Range of Launch Trajectories Page 2-7, shows a shaded area of the range of trajectories from

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83 degrees to 115 degrees that will overfly nearly all of Little Cumberland Island and the extreme North end of Cumberland Island National Seashore. Exhibits 2.1-10 and 2.1.11 Representative Trajectory with Hazard and Closure Areas for the proposed 83 – 115 degree range of trajectories shows all of the private property on Little Cumberland Island and the North end Cumberland Island will be in the closure area.

- . 24 The Spaceport Camden Security Plan would describe the procedures for securing a closure area, thus

This security plan and the information used to devise it needs to be described in detail the DEIS.

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- . 25 limiting unauthorized public access in the area on the day of a launch. The closure area would be

Describe in detail in the DEIS how access will be limited on private property.

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- . 26 expected to include areas around the access points to the launch site at the end of Harriett's Bluff Road

- . 27 (also referred to as Union Carbide Road) and the waterways surrounding the launch site, in addition to

. 28 parts of Cumberland Island and Little Cumberland Island extending along the trajectory and out to sea.

- . 29 Exhibit ES-5 and Exhibit ES-6 show possible hazard and closure areas for a launch based on two

- . 30 representative trajectories (three trajectories were used in the analyses for this EIS: a northern [83°], a

- . 31 middle [100°] and a southern [115°]; Exhibit ES-5 and Exhibit ES-6 show hazard and closure areas for the

- . 32 northernmost and southernmost of these three trajectories).

Section 7.0 and other sections of the DEIS fail to address the over 70 private residences on the North end of Cumberland Island and Little Cumberland Island or list the individually owned fee simple unimproved lots that could be irreversibly damaged by routine spaceport operation or destroyed by a

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catastrophic event. The DEIS must address the real threat of catastrophic events on private property owners. This document must consider the "worst case" scenario and recognize that fire caused by falling debris is a deadly threat to people and property downrange from every launch.

The information on number of occupied houses and lots is easily available from Camden County Tax records and a complete description and survey of each residence along with a detailed structural report on the current condition and structural integrity of each house, garage, structure, and all historic landmarks including the historic 1838 Little Cumberland Island Lighthouse must be included in this assessment. Describe information you have in detail that shows houses can withstand over flight of medium-heavy lift rockets. Most structures were constructed before the international building code went into effect in Camden County and will be especially susceptible from damage caused by vibration, shock waves and sonic booms.

A detailed mitigation and monitoring plan for each structure must be included in the Draft EIS.

In calculating the socioeconomic impact caused by wild fire or a catastrophic event caused by spaceport Camden operations, the financial loss to personal property must be considered; items such as boats, furniture, automobiles, clothing, household items, artwork etc.

The plan for monitoring this personal property needs to include information on the continued cost of this monitoring along with the technical resources and the specialized personnel (architects, engineers, inspectors) responsible for monitoring and oversight.

In the event of fire or a catastrophic event, describe the mitigation strategies to compensate private property owners for their unimproved property. A detailed description of the number and size of trees, species type, age and other valuable environmental features should be included for each undeveloped building lot so that if these features are destroyed they can be replaced. Values should be established in advance of any launches so private property owners can be compensated when these special environmental features are destroyed by fire or contaminated by chemicals.

The DEIS must be corrected to accurately describe the health and safety hazards and impacts specific to each downrange property and property owner.

This is an extraordinary and unprecedented situation in which rockets are being proposed to launch over occupied private property.

Describe in detail all of the impacts routine operations will have on private homes and property downrange on Little Cumberland Island and Cumberland Island such as noise, vibration, dust, noxious gasses, fire etc., as well as describe impacts caused by a catastrophic failure, explosion and the resulting fires and contamination.

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Scientific studies which include exact computer modeling of debris and contamination fields for launch failures over occupied private property, anecdotal evidence and interviews with residents who live near other spaceports, relevant health studies about the long term effects of living under the continuous exhaust gasses of monthly launches need to be described and included in the DEIS. Simply put, provide real data with current and accurate information about how rocket launches affect people and their property when they are directly downrange from each launch.

NP-40

Provide and describe in detail other communities in the United States where rockets are launched within 5 miles directly over private property. (Please do not provide examples citing property owners thousands of miles away in the Marshall Islands or Africa). If no such communities exist, please provide data as to why the citizens of Little Cumberland Island and Cumberland Island National Seashore are being singled out and discriminated against as the only community in the nation to have rockets launched directly over them and their private property.

NP-41

The DEIS must be corrected to describe how the residents of Little Cumberland Island and Cumberland Island will access their property during launch events.

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The DEIS must be corrected to show the results of an alternate safety analysis completed by the Aerospace Corp. and prove that this alternate analysis is as safe as the other safety analysis methods approved and used by the FAA and described in Appendix A and Appendix B. Andrew Nelson, Camden County's consultant, in an email exchange with Little Cumberland Island residents responded with the following email exchange when residents contacted the county to get information and clarification about how it is possible to launch medium lift rockets over occupied private property. Residents were trying to understand ambiguous and incomplete or missing information in the DEIS.

SA-01

"On Mon, Apr 30, 2018 at 8:30 AM, Dick Parker [REDACTED] wrote:
Andrew,

We have further reviewed your response from April 24, 12:46 PM in which you stated: "The Aerospace Corporation undertook an analysis of the individual risk requirements of 14 CFR 417.107(b)(2) that define the LHA of 14 CFR 417 B417.13 and no LHAs were identified on LCI or CI for the representative medium-large launch."

Does the Aerospace Corporation analysis assume that members of the public who are in the areas designated "Trajectory Hazard Area" on Exhibits ES-5 and ES-6 of the draft EIS will be required to shelter at the time of a launch on those particular trajectories? In what?

Thank you,
Dick
Begin forwarded message:

Andrew,

Yes, I recall Dan Murray's statement, as you have written: "The FAA will approve an alternate method if an applicant provides a clear and convincing demonstration that its proposed method provides an equivalent level of safety to that required by appendix A or B of this part."

You and Steve Howard have stated that by using an alternate, proprietary model to define the flight corridor, a consultant has determined there will be no overflight exclusion zone over Cumberland or Little Cumberland, and no land hazard area over the islands either. Therefore, no one will be asked to leave either

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island. On Launch Day, there may be 24 campers at Brickhill Bluff campsite, additional hikers who might come up for a closer look, some number of families on their private property on Cumberland Island, and some number of families on Little Cumberland.

Can I fairly assume that since there is no land hazard area over the islands, that Christmas Creek will be open to boaters? And the waters east of the islands will also remain open? If there is no hazard area of any kind, is there any limit to the number of people who can gather underneath? If it's safe for some, is it safe for all?

I find it difficult to believe the FAA, which up to now has allowed zero people in similarly positioned areas downrange prior to a launch, would agree that the scenario you suggest "provides an equivalent level of safety."

Thanks,
Dick

On Apr 24, 2018, at 12:46 PM, Andrew Nelson [REDACTED] wrote:
Dear Mr. Parker –

Mr. Howard has asked that I reply to your emailed inquiry of 23 April 2018 at approximately 6:04PM ET. Your inquiry requested clarification on statements in the Tribune & Georgian and Savannah Morning News regarding "land hazard areas" and also requested information on "overflight exclusion zone" characterization. This response attempts to concisely respond to your inquiry and refers to the ongoing analysis by The Aerospace Corporation of trajectories from the proposed Spaceport Camden.

BASELINE UNDERSTANDING OF CFR TERMINOLOGY AND YOUR INQUIRY

As you probably know 14 CFR 420 is the section of the Code of Federal Regulations (CFRs) that applies to launch site operators license (LSOL) applications (like Spaceport Camden's) while 14 CFR 417 is one of the sections of the CFRs that applies to every proposed launch by a launch operator (LO) applicant (like SpaceX and Vector). Firstly, the term "land hazard area" (LHA) is used in 14 CFR 417 for LO applicants and is a term not used in 14 CFR 420 for LSOL applicants. Within 14 CFR 420, the term "overflight exclusion zone" (OEZ) is used to define a similar area but uses different (less stringent) quantitative requirements to define this area than LHA. I feel these similar, yet different terms are confusing, and I hope that the FAA will one day clarify or harmonize these terms in their rulemaking revision effort.

You quote extensively from 14 CFR 420, certain explanatory materials, and briefly touch on 14 CFR 417 and inquire about OEZs you've calculated using 14 CFR 420 appendix A. Given the size of these areas, you asked how medium-large launches could occur without evacuations from Cumberland Island (CI) or Little Cumberland Island (LCI).

ALLOWABLE OEZ CALCULATION METHODS

The method you used for calculating your OEZs is not the only approved method allowable by FAA. Within 14 CFR 420, there are two appendices, A and B that describe example methods to define a flight corridor, and a subset of the flight corridor called the OEZ. Neither of these appendices are required to be used by an applicant, as noted in 14 CFR 420.23(a)(3) that states:

"Uses one of the methodologies provided in appendix A or B of this part. The FAA will approve an alternate method if an applicant provides a clear and convincing demonstration that its proposed method provides an equivalent level of safety to that required by appendix A or B of this part."

As you may recall, Mr. Dan Murray of the FAA also explained this to the attendees at the Spaceport Camden Environmental Subcommittee meeting on 12 April 2018, noting that the use of alternative methods was a common industry practice and that few if any applicants use appendix A, as you have done.

THE OEZ DEFINED AND CLARIFIED

In your inquiry, you stated that an OEZ is required to take the form shown in part 420, specifically, you said: "As you know, the formula in Part 420 for creating the overflight evacuation zone (OEZ) for a medium-large launch is pretty simple geometry."

Unless one were to use appendix A to Part 420, this is not an accurate statement. For example appendix B of Part 420 is a second method that is not "simple geometry," yet more mathematical / analytical. As 14 CFR 420 specifically allows different methods besides appendix A or B to define a flight corridor and OEZ for orbital launch vehicles, it is more common in industry to use proprietary, yet FAA approved, alternative models, as noted by Mr. Murray of the FAA.

I direct your attention to 14 CFR 420.23(a)(1) and (2) for the quantitative requirements that define the area called the flight corridor and OEZ. Specifically, the flight corridor is the area where there is "debris with ballistic coefficient ≥ 3 pounds per square foot, from any non-nominal flight of a guided orbital expendable launch vehicle from the launch point to a point 5000 nautical miles downrange, or where the instantaneous impact point (IIP) leaves the surface of the Earth, whichever is shorter." The flight corridor will include an OEZ "where the public risk criteria of $1 * 10^{-4}$ would be exceeded if one person were present in the open." These areas are defined using specialized algorithms

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and models by companies such as The Aerospace Corporation. The Aerospace Corporation performs these analyses for many parts of the US Government and private entities, and for Spaceport Camden trajectories.

For Spaceport Camden, The Aerospace Corporation calculated the flight corridor and OEZ pursuant to the quantitative requirements of 14 CFR 420.23(a)(1) and (2), respectively. The Aerospace Corporation calculated OEZ does not reach to LCI or CI.

ABOUT LAND HAZARD AREAS (LHA) AND THE INDIVIDUAL RISK REQUIREMENT

As noted earlier, the term LHA is not defined or used in 14 CFR part 420 for LSOL applicants, but is defined in 14 CFR B417.13 for LOs (those companies that build and launch rockets) that in turn references the public risk criteria of 14 CFR 417.07(b), specifically, the individual risk criteria of subpart (2) which states "a launch operator may initiate flight only if the risk to any individual member of the public does not exceed a casualty expectation of $1 * 10^{-6}$ for each hazard." Note, this is a similar, but 2 orders of magnitude more stringent requirement to meet than the OEZ requirement (which is $1 * 10^{-4}$).

When a launch risk analysis is performed for a LO to get their license to launch, should a land mass contain an area that violates the individual risk requirement, then that specific area of the land mass is defined as a LHA and no one is allowed inside that specific area during a launch. If no LHA exists where there is population, then no evacuations are needed of the populated area.

Although Spaceport Camden is not required to perform this individual risk analysis to gain a LSOL, The Aerospace Corporation was tasked to perform this analysis to ensure the safety of the public and that future LO customers could reasonably obtain a launch license from Spaceport Camden under this specific 14 CFR part 417 requirement.

The Aerospace Corporation undertook an analysis of the individual risk requirements of 14 CFR 417.107(b)(2) that define the LHA of 14 CFR 417 B417.13 and no LHAs were identified on LCI or CI for the representative medium-large launch.

YOUR SPECIFIC INQUIRY REGARDING OEZs

Near the end of your email inquiry, you state:

"The formula and simple geometry show that any OEZ for a medium-large launch from the proposed site includes thousands of acres on Cumberland and Little Cumberland."

Given the FAA allowed, and common use of, alternative methods and models this statement is not accurate based on the outcomes calculated by The Aerospace Corporation.

And you also inquired of Mr. Howard as follows:

"Please explain, then, how you anticipate no evacuations for a medium-large launch."

The statements made to the Tribune & Georgian and the Savannah Morning News reflects the outcomes of The Aerospace Corporation analysis for the launch of the representative medium-large rocket.

NEXT STEPS

The County understands this is a complex and difficult topic to understand, and is also one that is challenging since it pertains to personal property and concerns for personal safety. This ongoing analysis is somewhat unique (although not that uncommon for space related operations) since the methodology and various input data are both proprietary and represent information that is controlled under the International Traffic in Arms Regulations (ITAR); hence, the full public release of the analysis is not possible.

However, the County is striving to have non-ITAR controlled principle assumptions and outcomes released as a summary report. To ensure no ITAR data is released or any description of the assumptions and methods would constitute a defense service, once a summary report is drafted, it will then be submitted to the appropriate members of the US State Department and/or Department of Defense for approval to be released publicly. It is noted, that when this is accomplished, it will be, as far as I am aware, the first time such a report will have been issued by a launch site operator license applicant or launch operator applicant.

With kindest regards,

Andrew Nelson

On April 19 Andrew Nelson was quoted in the Tribune & Georgian, "Based on the Aerospace analysis indications, at this time we do not believe a medium-large launch

I0097

from Spaceport Camden will produce a 'land hazard area' on Cumberland Island or Little Cumberland Island and as a result, no evacuations are anticipated for a medium-large launch."

This information by Andrew Nelson is at odds with information contained in the DEIS and must be clarified. How can every launch have a flight corridor over Cumberland and Little Cumberland Islands as described in the DEIS, but not produce a "Land Hazard Area"? This must be corrected in the DEIS and an accurate Hazard Area shown

SA-01
SA-05
SA-16

NP-42

Mr. Nelson, Camden's spaceport consultant, sent an email on April 30, 2018 to several Little Cumberland Island residents suggesting that Camden County might be willing to build a community center/ fire station on LCI for the residents of LCI which could withstand falling, burning rocket debris. In light of these confusing comments and the disconnect with information in the DEIS, The FAA has a duty to provide resources for additional technical assistance from known, reputable, experienced, third party aerospace experts as well as counseling services to residents who own private property downrange to help residents cope with the potential risk of death, injury, and long-term health and safety hazards caused by Spaceport Camden.

Counseling services are needed to help residents deal with the issues related to the unusual stress of continued, unrelenting year after year threat of property damage, destruction of property and homes by fire, and dealing with the real threat of the complete loss of Little Cumberland Island and our historic community.

"On Apr 30, 2018, at 4:30 PM, Andrew Nelson [REDACTED] wrote:

.....It is my impression, members of the county's team have considered ideas from the community that posting a fire house / community center facility on LCI may be a good measure to help lower fire insurance rates on the island and provide such fire protection / interdiction services to the owners that most other Camden County residents receive already. As I recall, there were informal side discussions by members of the community on construction of a fire house / community center which could withstand debris falling (from rockets but also natural phenomenon such as fallen trees in a hurricane or strong weather). I wouldn't necessarily call that a "bunker", but if one is to build it, it is my personal impression, you should build it strong, and consult with stakeholders on other design needs and elements."

PA-34
SA-02

The DEIS does not provide any information about construction of a firehouse or any other safety checkpoints or installations on LCI or Cumberland Island and this information must be included in the DEIS.

WHAT IS THE MITIGATION STRATEGY FOR FIGHTING FIRE ON Little Cumberland AND Cumberland Island National Seashore?

I0097

Describe how much the structure will cost and who will pay for it, how it will be approved since all the property is private, who will design it, build it, and what materials it will be made of. If residents are expected to be in this structure during a launch and a rocket explodes is it reasonable to expect we would survive? Describe who has conducted this research and include engineering reports. Describe where such a structure is used elsewhere. Would you get in this structure while a rocket was launched? Would you put your 4-year-old granddaughter in it? Provide an approved set of engineered building plans for this type of structure.

PA-34

The DEIS must be corrected to include a detailed fire plan that includes a list of all equipment, boats, personnel resources, logistical issues, cost to taxpayers, and the management structure to carry out such a plan. It must also describe where these resources will be stored, how they will be accessed, and maintained. There is no fire plan in the DEIS which states how firefighting personal and equipment will reach or fight fire in a remote undeveloped setting like Little Cumberland Island and Cumberland Island. The DEIS says it would take 2-4 hours to respond to any fire on Cumberland Island due to tides, personnel and boat availability (DEIS page 3-86, lines 15-19). No evidence has been provided in the DEIS that firefighters could actually get to the islands in that amount of time or that Camden County possess the resources or money to purchase the resources needed to fight a fire in such a remote location. In fact, Camden County has never provided any firefighting or emergency management services of any type to Little Cumberland Island or Cumberland Island and to date the islands have relied solely on the efforts of volunteer residents and park service staff.

SA-02
SA-11

Section 4-0 Environmental Consequences – Page 4-59 lines 20-30: “The up to 24 allowed campers per day at Brickhill Bluff, plus other residents and potential persons at habitable structures on the north end of Cumberland Island and Little Cumberland Island would be considered “authorized persons” and could remain if they wished....” This is a false statement and must be corrected.

SA-08

I am a private property owner on Little Cumberland Island; I refuse to be designated as an “authorized person”. My family, other residents of Little Cumberland Island, our employees, private homes and landowners on Cumberland Island as well as campers and visitors to the National Seashore are members of the uninvolved public and the DEIS must immediately be changed to reflect this as it is the number one mission of the FAA to protect lives and property from Spaceport activities.

The DEIS provides no concrete information or analysis for dismissing alternative site locations for the spaceport and this information must be included to understand why the proposed site by Camden County is a better and safer location than any other large tract of land located in Camden County. This site has numerous challenges such as contamination, insufficient size, too close to tidal marsh, launches over people and private property and nearly a hundred

AL-02

historic sites or buildings, launches over federally protected wilderness and will disrupt the visitor experience at Cumberland Island National Seashore..

The DEIS must include a comprehensive and independently prepared business plan. All information about the economic benefits of a spaceport in Camden County contained in the DEIS is merely speculative.

NP-12

The DEIS must fully describe all of the resources, including financial resources, Camden County has available to protect the National Seashore, private property and the irreplaceable cultural and historic resources located on the North End of Cumberland Island and Little Cumberland Island from fire, noise, vibration, chemical plumes, noxious gasses and nuisance claims as well as complete or partial destruction because of a catastrophic event.

NP-43

The DEIS does not accurately describe the salt marsh and must be corrected to provide an accurate description of this important national biological resource. The DEIS must be corrected to reflect that the salt marsh adjacent to the proposed spaceport is strictly regulated and under the jurisdiction of the Georgia DNR and cannot be considered buffer for spaceport Camden. This is considered navigable waters by the state of Georgia; waters subject to tide, and as such it is accessible to people, boats, and fishing.

BR-40
CO-10

In the event of a catastrophic failure, the DEIS must describe how debris, fuel, hazardous chemicals and waste will be cleaned up if they contaminate the marsh. Include what types of permits will be needed, who will be in charge of obtaining them and executing them, Describe the exact agreement the Spaceport operator has with the State of Georgia to do this work. Describe how it will be monitored, and what equipment they will use. Describe what will happen if the spaceport operator is unable to clean up the marsh or repair damages or pollution caused by spaceport Camden.

HW-13

The DEIS must include detailed information and studies about the impacts of unexploded ordinance and toxic waste left behind by Union Carbide and Bayer CropScience and the impacts of rocket vibrations, sonic booms, as well as catastrophic events. Describe the action plan to mitigate and clean up toxic waste if the contamination on the site now is somehow mixed with contamination caused by Spaceport operations.

HW-07

The DEIS must be corrected to accurately name the fish and important fisheries affected by Spaceport Camden. The DEIS lists fish found in fresh water in Georgia. This is incorrect. The ocean contains salt-water fish and they are a hugely important resource to the Coast of Georgia.

BR-35

The DEIS says that there will be no impacts or minimal impacts to commercial and recreational fishing. This is a false statement and must be corrected in the DEIS. These industries contribute thousands of jobs and close to a billion

—SO-18

I0097

dollars a year to the local and regional economies. Information is readily available from NOAA. Ian Rossiter, a UGA graduate student, published his UGA master's thesis on the impacts of spaceport activities on the local commercial shrimping industry in Camden County in 2017.

-SO-18

The DEIS must be corrected to accurately describe the chartered conservation community of Little Cumberland Island. The description should include descriptions of the existing island community and history, the Island agreement with the Dept. of the Interior, the Island governing body, on-going scientific studies, contribution to the local economy, and the number of employees and contractors who live and work on the island.

LU-05

Correct the statement in the DEIS that Little Cumberland Island dock is accessible only at high tide for about an hour a day. This is false. Little Cumberland is accessible at all times to owner's who have their own boats and the Association owned boats have access to the Little Cumberland Island Dock at Shell Creek at all tides except for about an hour a day at the lowest tides.

LU-01

The DEIS is not compliant with rules for land use planning established by the FAA because Camden County has not resolved conflicts between the proposed spaceport and zoned land use already in place for Little Cumberland Island and the Cumberland Island National Seashore. Specifically they have not made any attempt to communicate with Little Cumberland Island Homes Association or the private property owners on Cumberland Island. The DEIS must be corrected to show that no over flight of these islands or any Land Hazard area is included in the DEIS over private property.

NP-21

PA-32

The DEIS must provide a *detailed* hurricane safety evacuation plan along with detailed plans on how the facilities will be secured and hazardous materials, such as fuel and potential projectiles safely stored during a storm event.
Include a description of how the facility will be monitored for vandalism or damage during extreme weather events.

SA-07

SA-11

The DEIS must provide a detailed plan of action to deal with continued sea level rise and increased and stronger storm events.

CL-01

The DEIS must be corrected to accurately describe the interruption of Port of Brunswick operations and projected closure times along with the expected impacts to workers and Port revenues and impacts to the local and regional economies.

-SO-22

The DEIS must be revised to quantitatively address the socioeconomic impacts of disrupted maritime traffic to and from the Port of Brunswick. The Port is one of the busiest roll-on/roll-off ports in America, with numerous vehicle transport ships coming and going each day. The maritime restricted zones for launches from other spaceports cover thousands of square miles of ocean. Ships approaching the shipping channel for the Port of Brunswick from the south or departing the channel

I0097

and traveling to the south will be significantly impeded by the maritime restrictions imposed around launch times. This could be a substantial monetary and logistical impact to the shipping lines serving the port, the port operations, the companies relying on maritime transit of goods, and the employees of all of these entities. (For example; describe how much additional fuel will be used while ships wait trying to get into the port. Describe in detail what the cost will be for each day a ship is delayed coming into the port.

-SO-22

The DEIS must describe the economic impacts of the spaceport on the disruption of business to the Emerald Princess gambling boat in Brunswick.

]- SO-23

The DEIS must describe impacts to the Gullah Geechee Heritage Trail, The Western Hemispheric Shorebird Reserve Network, The Colonial Bird Network, and The Migratory Bird Treaty Act. All of these initiatives contribute to the health and well being of the local community, promote tourism and greatly contribute to our local economy. Describe the impacts if these cultural and globally, important resources are disrupted or disturbed.

]- CR-04
CR-05
BR-01
BR-20
SO-24

Cumberland Island and Little Cumberland Island have populations of wild horses that are an iconic tourist attraction and have been part of the landscape for over 100 years. The DEIS needs to describe how they will be protected and monitored during routine operations (noise, dust, vibration, sonic booms), and how they will be treated or rescued in the event of a catastrophic event or fire if they injured.

]- BR-01
BR-15
BR-16

The DEIS fails to describe any impacts from catastrophic explosions, rocket failure, fuel spills, or plumes of noxious gasses to the extremely endangered right whale population who come to the coast of Georgia from November to April each year to calve. Mitigation strategies must be described in detail and should include not launching over the calving grounds during calving season.

]- BR-15

The DEIS fails to accurately describe noise impacts on right whales. Current research from NOAA is available that describes right whales' sensitivity to extreme sound events. These studies and impacts must be included in the DEIS.

]- BR-35
BR-24

The DEIS fails to identify an active bald eagle nest that is in the flight corridor and occupied from December to April each year, located on West Ridge, Little Cumberland Island.

The DEIS fails to describe the potential negative impacts to a brown pelican rookery near spaceport operations. 60% of the state's brown pelican population nests at this rookery.

]- BR-01
BR-17

Rockets from Spaceport Camden would directly overfly the congressionally designated wilderness area on Cumberland Island National Seashore. The DEIS should be revised to address how the wilderness area will be protected

-WL-11

I0097

from impacts from all aspects of space operations, including catastrophic failure and the risk of fire on this most highly protected landscape.

-WL-11

The DEIS needs to be revised to include accurate animal surveys which must include gopher tortoise, indigo snake, striped newts, bald eagles, and migrating shorebird populations.

]-BR-16

The socioeconomic analysis must be revised to assess the impacts of rocket over flights on home values, homeowner's insurance costs for property owners on Little Cumberland Island and Cumberland Island. The DEIS must be revised to include plans to mitigate these substantial socioeconomic impacts.

]-SO-14

Sincerely,
Shelley M. Renner


****Original Comment letter to FAA – Unaddressed or inadequately addressed comments are highlighted in yellow.

Leidos
20201 Century Boulevard, Suite 105
Germantown, MD 20874
FAACamdenSpaceportEIS@Leidos.com.

21 December 2015

Attn: Ms. Stacey M. Zee, FAA Environmental Specialist
Re: Comments regarding Spaceport Camden EIS

Dear Ms. Zee,

Thank you for the opportunity to comment on the environmental impacts of a proposed commercial space launch site ("Spaceport Camden") in Camden County,

I0097

Georgia. These comments are submitted with the intent of influencing the thorough preparation of an EIS.

I am a private property owner on Little Cumberland Island (LCI), which is part of the National Seashore and I have grave concerns about how my safety, the safety of my family and the safety of my property and the National Seashore will be protected since we are directly downrange from the launch site. It is my understanding that it is unprecedented for vertical launches to fly over private properties that are so close to the launch site. I do not plan to evacuate my private property or give up any private property rights to accommodate rocket launching.

- How will a commercial spaceport affect access to and from my private property? Little Cumberland Island is only accessible by boat at times other than low tide.
- Structural engineers and blast experts must assess the homes and other building on LCI in order to characterize the impacts of repeated vibration and blast waves from launches, landings and test fires prior to issuance of a license.
- How will the homes and structures be protected from fire or contamination caused by rocket launches, test fires and landings?
- How will launch operations affect the value of my property?
- How will launch operations affect insurance rates for homes and community property on LCI?
- How will fire protection be provided to the National Seashore and who will pay for this protection?
- Who will be liable if damage to homes, land, or other property (e.g. vehicles) occurs?
- Residents of Little Cumberland and Cumberland Island are involved in several long-term scientific research studies that will be disrupted by spaceport activities. On going studies include sea turtle nesting, shore bird nesting, and barrier island geomorphology. It is important to note that LCI's loggerhead nesting program is the longest continuously running sea turtle nest-monitoring program in the world, having started in the early 1960's.
- The only way to get to Little Cumberland Island is by boat and Cumberland Island by boat and small plane. Closure of St. Andrews Sound and the Intracoastal Waterway and the local airports poses a safety risk to residents of Cumberland and LCI in the event of a medical emergency, which would require transport to a hospital. During launch operations, how will you accommodate medical emergencies that require transport to a mainland hospital?
- The Proposed Action Alternative description states "...marshland, would be used as buffer." Coastal marshland is not a buffer. In fact, it is important habitat for many species of plants, fish and birds and is one of the most productive ecosystems on the planet. The State of Georgia provides for the protection of coastal marshland by imposing strict buffers. How can such a sensitive resource be considered a buffer for such a dangerous activity like launching rockets?
- Cumberland Island is the largest of Georgia's barrier islands with four historic districts and 87 structures listed on the National Register of Historic Places. It is also part of the Gullah/Geechee Cultural Heritage Corridor. The historic homes

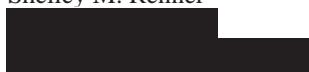
LU-05
NC-09
SA-02
SO-13
SO-15
SA-02
SA-11
SO-14
SA-02
SA-11
PA-08
CR-16

I0097

and ruins on Cumberland, such as “Chimneys,” the “First African Baptist Church,” on the north end of the island, Plum Orchard and Stafford will be particularly vulnerable to vibrations caused by the launching of rockets. It is imperative that architectural conservationists and structural engineers assess all 87 of these historic structures and the Historic Lighthouse on Little Cumberland Island so that the impacts of repeated rocket launches, test fires, and landings can be determined and mitigated to preserve these precious cultural resources.

—CR-16

- Cumberland Island has over 9,000 acres of designated wilderness and UNESCO has declared that Cumberland is part of the Carolinian-South Atlantic Biosphere Reserve because of the incredible biological diversity including, beaches, sand dunes, salt marsh, maritime forest, tidal creeks, and fresh and brackish water ponds. It provides important habitat for rare and endangered wildlife – including loggerhead sea turtles, brown pelicans, piping plovers, least terns, bald eagles, Wilson’s plover, red knots and peregrine falcons. Loss or damage to any part of Cumberland Island would be devastating for the entire coast and the continued survival of these species.
- The coastal waters immediately off shore of Cumberland Island are designated “critical” habitat for Northern Right Whales. There are only an estimated 450 Northern Right Whales left in the world and the waters off Cumberland Island are their only known calving grounds in the entire world. The whales migrate to these waters every December through March to give birth before returning to the North Atlantic for the summer. While the critical habitat does extend to just beyond Cape Canaveral Florida, it is the southern extremity, is much narrower, and whales are rarely present that far south. In contrast the waters off of Cumberland Island are the very heart of the calving grounds. Almost all mother calf pairs are spotted in these waters each year. The Northern Right whale is gravely endangered and any impact to this critical habitat would be devastating for this species.
- NOAA and the GA DNR have invested millions of dollars and spent years monitoring these whales and working with commercial shippers, fisherman, and the US Navy to protect Northern Right Whales. It is important to note that during calving season from Dec. to March, scientists survey coastal waters by boat and plane every single day and a commercial spaceport would disrupt this important scientific research and the protection of this critically endangered species.

Sincerely,
Shelley M. Renner


I0098

From: danparshley@████████
Sent: Friday, June 08, 2018 10:20 AM
To: FAACamdenSpaceportEIS
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

The Camden Spaceport EIN is unresponsive to the questions and comments presented from the public and agencies. This EIN should not be given any credibility and discarded in its totality and start from scratch with qualified people who will do a real EIN. In my 29 years of environmental work, I have never encountered such a substandard, unresponsive, and scientifically unsubstantiated EIN. All scientists and every commenters (who actually commented upon the subject at hand at public hearings, the EIN), should be justifiably upset at the shoddy work displayed in this EIN. I have submitted previous comments at public hearings and concerning the draft EIN. Notable is questions and comments about accidents with nuclear payloads have been ignored. Basic safety questions about fire fighting after a failed launch are ignored. The EIN, as written, is not relevant to the situation and operations being proposed, and as such should be discarded.

PA-02
SA-01
SA-02
SA-17

I0099

From: Caroline Gibbons [REDACTED]
Sent: Friday, June 08, 2018 11:16 AM
To: FAACamdenSpaceportEIS; bellci; Regnery Russ; David Blumenfeld; Paula Eubanks; Geoffrey R Gist
Subject: EXTERNAL: EIS Questions/comments

Hi I am a home owner on Little Cumberland Island and I thought the EIS report had numerous vague conclusions, and gaps in scientific explanation. I would appreciate more detail in how you reached your conclusions. I know my community association members are asking questions as well, so I will be brief but I would like to receive all answers you send out.

1) Clean Up: The report says the launch site needs to be cleaned up -- can you be more specific about the toxins found and the degree to which it needs to be cleaned? And how much will the cleaning cost and does the cleaning potentially expose the river to more toxins?

HW-07
HW-14

2) Relevant Research: The report says the sound of launches is not likely going to disturb wild life /human experiencedo you have any research or comparable data where launches take place over protected wilderness areas and homes?

I can imagine that the sound is not "an issue" if there are no people or wildlife under the launch path but how can you ensure the sound will not be distressing if there has never been a launch site that has a trajectory over homes and a wild life sanctuary?-- and how do you measure the impact on humans? For example, I lived in communities where leaf blowers were banned, or hours of usage regulated...How have you assessed the potential for the disturbance? What science/data have you used?Have you compared the sound of the launches to other community disturbances and set any regulations?

NC-10

3) Noise/light and disturbance to wild-life?: Do you have any data that shows when whales are mating, Sea turtles are coming to nest, or rare endangered shore birds are nesting? On Little Cumberland Island we restrict use of motorized vehicles during nesting season because the light and sound of vehicles interferes with nesting. Do you have that data? How do you calculate the impact on nesting, mating, and wild-life population/growth?

BR-01
BR-16
BR-19

4) Regulations for Launch Trajectory? Can you be more specific about the regulations about the dangers and need for clearing the path under the launch trajectory? Do you know if homeowners will need to evacuate? Why/Why not? Will fisherman/boaters need to be evacuated? Why/Why not? What is the difference between the danger to homeowners and those transporting/working/recreating on the water?

SA-01
SA-03
SA-08

In general, it would be helpful for more of your scientific method/data and evaluation metrics to be shared. Please share the science behind your conclusions.

Thank you!

Caroline Gibbons
President & Founder

10099

PortiCo Research Inc.



I0100

From: Rebecca Bell [REDACTED]
Sent: Sunday, June 10, 2018 2:00 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comments on dEIS Spaceport Camden

Comments to FAA re. Spaceport Camden draft EIS

I have participated in this process since the initial scoping hearings and sincerely hoped that the draft EIS would answer the many questions and concerns that I and many others have expressed. It does not! In fact, it seems to avoid or bury some of the most important concerns. I list some of them below, but also wish to point out that the document has been poorly researched as evidenced by the statement that rainbow trout are caught in the Cumberland River.

1. There is no precedent in the United States for launching rockets over populated areas and national parks. This is insufficiently addressed in the EIS which expresses the mistaken opinion that there are no permanent residents on Little Cumberland Island (p.179). Please correct this error as I am among those permanent residents. The danger cannot be solved by simply calling the residents and their guests "authorized personnel" (p. 4-95, line 4) which isn't an FAA term for uninvolved public according to an e-mail from Stacy Zee to James Renner, March 28, 2018. Please correct the EIS to properly identify campers, residents and homeowners as member of the public not "authorized personnel "

LU-01
SA-08

2. The dEIS does not have a specific plan for possible effects of catastrophic failures that are predicted to occur at a rate of 2.5-6% of launches (dEIS P. 2-34, l. 21) which could impact Little Cumberland and Cumberland. For example there is no fire plan for Little Cumberland Island although it is noted that the tides cause a delay of 2-4'hours under normal circumstances. Please explain how private property and maritime forest, marshes and historical structures would be protected from this and other possible threats. It is not enough to say that the county will devise such a plan, it must be required. Explain how any such occurrences on the islands would be monitored and who would bear responsibility for any damage that might occur as a result of such a failure.

SA-02
SA-01

There is not and must be a complete hazard and casualty risk analysis report furnished to the public. Simply designating people "authorized personnel" does not eliminate the danger. This report should also consider risks from landings as well as launches.

SA-04

Please address how notification would be communicated and when and how often and for how long evacuations would take place. In this context it must be considered that Shell Creek is the only access to Little Cumberland and it is not accessible around low tides. In addition, when the sound is rough, LCI's only emergency route passes right past the dock at the Proposed Spaceport site. And if people are allowed to remain on the islands as authorized personnel, and the waterways are closed, please explain how medical emergencies and fire suppression would be handled. Also please explain how intruders, looters, etc. would be kept away from private property during evacuations.

SA-02

In the case of the National Seashore please address details of how notification of evacuation would take place and how and for how long visitors would be evacuated. Again, it is not sufficient to dismiss any danger by deeming on-island people "authorized personnel ".

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3. Risks to the fragile coastal environment are numerous and poorly addressed. For example, the delicate, extremely productive marshes are referred to as a “barrier.” Please make an in depth study of possible damage to our marshes and the economic consequences of any harm to it. State owned wetlands support significant commercial and recreational fishing industries. Please explain how they will be protected from chemicals and heavy metals that would be deposited from a catastrophic rocket failure.

In addition, coastal Georgia, and specifically the barrier islands over which launches are planned, constitute one of the largest remaining stands of maritime forest. Putting this ecosystem in harms way from falling debris or possible fires would put Cumberland NS and LCI in violation of their agreements with the government to preserve these remaining wilderness areas. It should be noted too, that the barrier islands with their maritime forests form a protective barrier for the mainland in case of hurricanes. Please research and address these issues.

4. Siting of the spaceport was questioned in multiple ways at the scoping hearings and was not addressed adequately. In fact when it was suggested that other sights were more appropriate, the dEIS just states that they aren’t possible because they are not in Camden County.

Also it should be recognized that there are many other options for commercial space launches. With a now expanding number of commercial spaceports, (none of which are overused) it seems unrealistic to expect Spaceport Camden with its challenging trajectories, to be successful.

5. Economic considerations are insufficiently discussed.(dEIS p4-90) Please furnish an in depth long term cost-benefit analysis showing realistic expectations of income from launches and the economic effects on tourism, fishing, as well as the cost to Camden county tax payers. Also address the effects of closures on ocean based commerce including commercial fishing and ships traveling to and from them Port of Brunswick. This was not addressed in the dEIS.

6. Historical resources exist on both Cumberland and Little Cumberland. It is stated that “on Cumberland island potential damage …could include broken glass and damage to outside walls …or other structural elements”(table 3.11-1 section 3.11) although the Little Cumberland Lighthouse is mentioned , potential damage to it is not discussed and must be included in the final EIS. Please explain how release of harmful chemicals and noxious fumes associated with a 2.5-6% chance of rocket launch failures would be dealt with for environmental features as well as physical structures.

7. Although the dEIS recognizes that there would be “potential for compatibility issues with spaceport operations and Naval Submarine Base Kings Bay” (dEIS P. 4-95) there is no discussion of the possible negative effect that frequent closures may have on the Navy’s mission to be mission ready 24/7 every day of the year. Please address this in detail in the final EIS.

8. The effects of light and noise pollution and shock wave impacts on the numerous private homes and staff homes on Little Cumberland that have basically unobstructed, westerly views of the proposed spaceport, have not been addressed in the dEIS. Nor have these dangers been discussed sufficiently as to the effects on wildlife including nesting and hatching sea turtles on both Cumberland and Little Cumberland (on both the ocean and river beaches)and right whales (Quoting from a chapter by Clark et al in The Urban Whale (edited by Scott Kraus and Rosalind Rolland, Harvard University Press, 2007), “The best available evidence indicates that right whales rely heavily on sound for survival. In particular, their contact calls are optimized for long range communications in the coastal areas where they breed, raise their young, and forage.....Data from these same listening devices are also revealing that the rising tide of ocean ambient noise from human activities is a serious threat to right whale communication.”) Please address these issues in detail in the final EIS.

BR-15
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There is no discussion of the fact that there are numerous homes on the west side of Little Cumberland that would be affected by light and noise pollution. Please address how this would be remedied.

9. Both Cumberland and Little Cumberland are designated as important for shorebird nesting area within the Western Hemisphere Shorebird Reserve Network whose aim it is to protect nesting, breeding and staging habitats of migratory shorebirds. Any damage or disturbance to any of these areas could have a cascading effect and become an international threat to nesting shorebirds. Please address this with possible problem with detailed research and mitigating measures in the EIS.

10. Many of us live in and visit the Camden county coast precisely because it is a quiet, secluded place. That sense of solitude and quiet will certainly be disrupted by both construction and launches. Research now shows that noise even below the range of human hearing can cause stress in humans and it is well known that stress causes serious health problems both physically and psychologically. Please include research on this in the EIS and explain what remedies would be taken to avoid deleterious effects.

11. The proposed site of the Camden Spaceport is too likely to disturb the toxic waste sites. In 2011, Dow Chemical./union Carbide entered into a binding agreement with GA Environmental Protection Division which strictly limits activities on the property. This agreement (GA uniform environmental covenants act O.C.G.A. 44-16-1) is not included in the dEIS and must be addressed in the final EIS. Also the Bayer Crop property which is part of the concept of the proposed spaceport is known to be contaminated and is not addressed. Please include in the final EIS a complete report on the extent of contamination and how it would be cleaned up. There is plume of toxicity that is moving toward the creek and the banks of the creek which are eroding. There is a possibility that vibrations could cause toxic waste moving to the creek, river, and sound or even into the aquifer. This is not properly addressed. Please furnish an in depth study of the effects of these toxins on wildlife, ground water and the productivity of the nearby marshes and the ground water. See Hawkins, Overstreet, Provancha, 1985 Space Shuttle. Also please address any air pollution that might occur from cleanup, construction or launches and landings.

12. My comments at the scoping hearing were not sufficiently addressed: for example, I asked how nature based tourism and especially educational trips to study our valuable salt marshes would be effected. And I asked who would cover the costs of evacuations. And I asked if residential property values might be negatively affected. And I asked for a long-range cost benefit study to be made available to the public. Please address these issues fully and back them up with solid research in the EIS.

Respectful submitted,
Rebecca Bell

Rebecca Bell

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

James F. Renner
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[REDACTED]
[REDACTED]

Transmitted via email to: FAACamdenSpaceportEIS@Leidos.com

re: Comments on the Spaceport Camden Draft Environmental Impact Statement

Dear Ms. Zee,

The Draft Environmental Impact Statement (DEIS) is inadequate for assessing the environmental impacts of Camden County's proposed spaceport. The inadequacies fall into several categories:

- Failure to properly implement NEPA.
 - Issues raised in scoping are not addressed in the DEIS.
 - There is no demonstrated need for the applicant's proposed action.
 - The alternatives analysis is incomplete, vague, and cursory. There is no analysis or justification of the site layout or the range of launch trajectories proposed.
 - The DEIS does not consistently describe the project site (area and boundaries). Is Bayer CropScience in or out?
 - Impact mitigation measures are absent, vague, noncommittal, and/or insufficient. The proposed measures are meaningless if the applicant does not commit to them.
 - There are statements in the DEIS that do not conform to FAA regulations and/or are at odds with the applicant's public statements.
 - There is no evidence of substantive involvement of the cooperating agencies – NASA and the National Parks Service – in preparing the DEIS.
- Technical insufficiency
 - Many critical issues are absent, inaccurately described, and/or incompletely assessed. There is very little quantitative assessment.
 - Socio-economic impacts are ignored. The DEIS mentions positive economic benefits with no supporting information, but includes no information on impacts to substantial coastal activities such as commercial fishing.
 - Many conclusions about the significance of impacts are opinions unsupported by any quantitative analysis.
- No substantive assessment of impacts to the natural environment from catastrophic failure
 - There is no rocket trajectory that does not overfly estuarine tidal saltmarsh and maritime forest on Cumberland Island and Little Cumberland Island. Rockets blow up frequently.
- No substantive assessment of impacts to the human environment from catastrophic failure
 - There is no rocket trajectory that does not overfly occupied private property on Cumberland Island and Little Cumberland Island. Rockets blow up frequently.

The following comments are attributed to particular statements in the Abstract and Executive Summary, but all corresponding sections of the DEIS must be revised to address the issues described here.

Abstract

1. The proposed action is FAA's issuance of a license to allow Camden County to offer a commercial spaceport to allow launch operators "...to conduct launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles." The project description in the Federal Register announcement of the intent to prepare an EIS and in all of the scoping documents did not include "medium-large lift" vehicles, so the project described in the DEIS has been expanded substantially with no public notice or opportunity for public comment that may have identified issues beyond those in the

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original scoping phase. **This does not adhere to the NEPA process. Reference to “medium-large” vehicles must be stricken from the DEIS or FAA should reinstitute the intent to prepare an EIS and reinstitute scoping.**

—NP-32

Executive Summary

Page ES1

2. Line 8 “...small to medium-large....” See comment above. This is a deviation from the original project description. **“medium-large” vehicles must be stricken from the DEIS or the NEPA process must be reinited.**
3. Line 10 describes size of vehicles for a 90 degree inclination, which is a circum-polar orbit, that would not be possible under the proposed action. **This description must be stricken from the DEIS and the size class definitions of vehicles that could access the inclinations allowable under the proposed action must be included.**
4. Line 35 Camden County’s purpose is “...to offer a commercial space launch site to a growing number of small to medium-large lift-class, orbital and suborbital, vertical launch vehicle operators...” This purpose is entirely speculative and fanciful. The DEIS includes no demonstration that there is a “growing number” of such vehicles or operators. **The DEIS must include a comprehensive analysis of the commercial space launch industry** that includes, at a minimum, a full description of the small to medium-large lift-class orbital and suborbital sector, a clear demonstration of the supposedly “growing number” of vehicles and operators that require launches from the east coast of the United States, and a demonstration that such operators would prefer to launch from Camden County vs the two other available East Coast commercial launch sites (MARS and Canaveral). **The DEIS must include an analysis of the launch history of other commercial spaceports, particularly MARS and Pacific Spaceport Complex – Alaska and an explanation of how and why Camden’s launch activity will be different.**
5. Line 39 Camden County’s need is “...to create a strong regional economy...” The DEIS includes no analysis of whether the proposed project will meet the stated need. In fact, all readily available information regarding other commercial spaceports licensed for vertical launches (e.g. Mid-Atlantic Regional Spaceport and Pacific Spaceport Complex – Alaska) clearly indicates their insignificance in contributing to the regional economy, and, conversely, demonstrates that commercial spaceport operations are a substantial drain on local and state taxpayers while failing to create jobs or attract industry. **The DEIS must include a comprehensive analysis of how a commercial spaceport will meet the need to “create a strong regional economy”, including a business plan showing, at a minimum, projected launch revenues vs. expenses of land purchase, construction, maintenance, and operations.**

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PN-02

PA-13

Page ES4

6. Line 41 “...11,800-acre industrial site consisting of property currently owned by Union Carbide Corporation and Bayer CropScience...”. The DEIS inconsistently treats the size and boundaries of the project site throughout the document. Is the Bayer CropScience parcel part of the proposed spaceport or not? **All sections of the DEIS must be revised to clearly and consistently describe the project property boundaries. If the Bayer parcel is part of the project, the DEIS must fully address the Bayer parcel’s existing condition and the environmental impacts of its use for spaceport activities. In particular, the contamination at the site must be fully described, the impacts of renovating the dock for barge returns must be assessed, and the socioeconomic impacts of removing 11,800 acres from the property tax roll must be assessed. If the Bayer property is not part of the project, there can be no mention of it in any section of the DEIS.**

—PA-08

Page ESS

7. Line 3 “...the total 11,800 acres of these two properties would provide an appropriate buffer to ensure the safety of the public.” See the above comment regarding the property size/boundaries. Further, this is a meaningless statement because “appropriate” is a vague qualitative term. Precisely how would public safety be ensured? **The DEIS must clearly describe which spaceport activities require buffering to ensure public safety, and which specific attributes of the spaceport property would provide a buffering effect protecting public safety.** The tidal saltmarsh and tidal creeks are navigable waters open to unrestricted public access, so, in fact, the tidal saltmarsh provides no buffer or barrier to fishermen, boaters, and other water-borne recreationists from routine spaceport operations. Furthermore, **the tidal**

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- saltmarsh is an incredibly valuable and sensitive resource that itself requires buffering from spaceport activities.
8. Line 14 "The remainder of the property, much of which is marshland, would be used as a buffer." All references to tidal marshland as "buffer" must be stricken from the DEIS. Tidal marshland is "navigable waters" so it does not prevent boaters from coming in extremely close contact with routine spaceport operations. Further, tidal marshland is one of the most important and sensitive coastal resources, deserving the highest level of protection from spaceport activities. Its use as a "buffer" is inappropriate. Instead, **The DEIS must describe how the tidal marshland will be effectively buffered from spaceport activities.**
9. Line 16 "Onsite infrastructure improvements would include..." This statement must be modified to include the dock and channel improvements required for return of ocean-landed rocket stages if the Bayer parcel is part of the project.
10. Line 35 "FAA is considering a range of launch and landing trajectories ranging from 83 to 115 degrees from true north." The DEIS presents no explanation of why this range of trajectories is considered. Why not 73 to 125 degrees? Why not 103 to 105 degrees? The range of trajectories is a critical component of spaceport operations critically contributing to the project's purpose (demand for launches) and substantially influencing the environmental impacts. **The DEIS must be revised to include various trajectory ranges as alternatives to the proposed range. The DEIS must be revised to include a full discussion of the rationale and precise technical, commercial, and environmental analyses supporting the selection of the specific range of trajectories considered as the proposed action in the DEIS.**
11. Exhibit ES-2 and ES-3 These figures are inaccurate and must be revised to depict the complete, accurate, and full extent of the property boundaries of the Union Carbide and Bayer CropScience parcels, including tidal marsh.
12. Exhibit ES-4 This figure must be revised to eliminate the northern range of trajectories that overfly Little Cumberland Island. Any trajectory overflying LCI is fanciful with no chance of being utilized for a commercial launch. There is no precedent for FAA licensing launches over private property occupied by the uninvolved public, which includes all of Little Cumberland Island. The Georgia Constitution prohibits use of eminent domain to take private property, so there is no means for Camden County to force the evacuation of me and my family from our property on Little Cumberland Island.
- Page ES9
13. Line 43 "Public access in the vicinity of the launch site would be restricted during launches, wet dress rehearsals, and static fire engine tests. Closures would involve securing both land and water areas (referred to as closure areas, the sizes of which would vary for each operation)." This statement must be revised to clearly state that members of the uninvolved public who own property on Little Cumberland Island and Cumberland Island cannot and will not be restricted from occupying their property during spaceport operations and that launch and testing operations will be modified so that land closure areas do not impact private property owners.
- Page ES10
14. Line 13 "Camden County... would develop and implement agreements and plans with local authorities whose support is needed to ensure public safety..." This statement must be modified to clarify that the County has no authority to access private property or enforce security and safety plans on unwilling members of the uninvolved public who are occupying their private property.
15. Line 25 "The closure areas would be expected to include...parts of Cumberland Island and Little Cumberland Island extending along the trajectory and out to sea." This statement is incorrect. **The DEIS must clearly state that launch and test operations must be designed so that closure areas do not affect private property on Cumberland and Little Cumberland Island.** There is no precedent for the FAA to license launches over occupied private property, and Camden County has no legal means of forcing unwilling private property owners to evacuate their property. **Further, the DEIS must be revised to clarify that the flight corridor extends 5000 nm from the launch site, that a maritime closure area will extend over a large area, and that commercial and recreational boating will be prohibited from entry into the maritime closure area.**

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16. Line 3 Consultation under Section 4(f) regarding closure impacts must be undertaken immediately so that the impacts of repeated disruption of Cumberland Island National Seashore can be assessed and fully described in the DEIS. Disruption of park operations and the visitor experience is a substantial impact that must not be left unresolved in the DEIS.
17. Line 10 “Appropriate cost recovery mechanisms would be put in place as needed for those stakeholders...and provisions for “authorized persons” would also be determined and implemented (e.g. residents, vacation house owners and permit-holding campers, NPS personnel).” **This statement is entirely meaningless and must be stricken from the DEIS.** There is no legal authority or precedent for the FAA or Camden County to designate the uninvolved public (e.g. Cumberland Island and Little Cumberland Island residents and National Seashore visitors and staff) as “authorized persons”. This is an imaginary designation made up by Camden County in an attempt to dodge requirements to protect the uninvolved public. **The DEIS must be revised to remove all references to designation of the uninvolved public as “authorized persons”.** Further, assertions of “appropriate cost recovery mechanisms” and “provisions” for members of the uninvolved public who occupy private property subject to overflight by rockets imply some type of financial assurance to protect property owners from impacts of routine operations and catastrophic rocket failures. **The DEIS must describe these measures fully and clearly** so they can be incorporated as license conditions. Vague suggestions of possible recompense are not adequate impact mitigation measures.
18. Line 42 “Beach sweeps” on Little Cumberland Island will be restricted to areas below the high tide (navigable waters) as a launch operator would not have permission to access private property nor any means of forcing the evacuation of the uninvolved public occupying their private property.
19. Exhibit ES-5 and ES-6 **These figures are inaccurate and must be revised.** There is no precedent for the FAA to license launches over occupied private property, and Camden County has no legal means of forcing unwilling private property owners to evacuate their property. Therefore, **the Closure Areas depicted in these Exhibits cannot include Little Cumberland Island**, and all launch trajectories considered in the DEIS must be formulated to insure that closure areas do not include private property on Cumberland and Little Cumberland Island. Further, the 5 mile wide hazard corridor has no basis in FAA regulations. **The DEIS must be revised to clearly and precisely show the flight corridor and overflight exclusion zone, and the impacts to people, property, and commercial operations impacted by these zones must be fully described.**
- Page ES14
20. Line 15 “Permanent staffing at the launch site...would be approximately 77 full-time employees...” “During launch operations...the number of staff would increase to approximately 50 to 100 Camden County employees...” This statement must be revised to clearly state that the number of employees is unknown, and the number of full-time employees at other commercial spaceports is far lower than the DEIS asserts. **All assertions of employment and economic benefit must be stricken from the DEIS unless supporting information is included**, such as, at a minimum a spaceport business plan and economic/financial analysis that fully describe the anticipated launch revenues and the costs to construct, operate, and maintain the spaceport. The business plan must include a review of employment at other commercial spaceports (e.g. Mid-Atlantic Regional Spaceport and Pacific Spaceport Complex – Alaska).
21. Line 35 “Three facilities and the related infrastructure improvements would be constructed...” This statement must be amended to include the dock construction and channel improvements that would be required for return of ocean-landed rocket stages directly to the Bayer CropScience site.
- Table ES-1
22. Air Quality. Proposed Action. “...launch-related emissions would be minimal...” The determination that air quality impacts are “minimal” is subjective, and the comparison to National Ambient Air Quality Standards is inadequate since impacts of tests and launches are likely to be highly localized. There is substantial documentation of adverse impacts from exhaust gas and particulate emissions on water quality, fisheries, and the marsh ecosystem at Canaveral. **The DEIS must be revised to include a comprehensive analysis of localized exhaust gas emissions and the likely impacts on tidal marshland, fisheries, and private property owners in the vicinity of the spaceport under various wind conditions.**
23. Biological Resources. Proposed Action. **The DEIS must be revised to strike the statement that “No**

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- significant impacts on biological resources are expected.” The DEIS must be revised to state that the applicant has not carried out site-specific wildlife surveys, has not quantified or mapped wildlife populations at the site or in nearby affected areas, has not conducted any actual studies to determine potential impacts of spaceport construction and operation, and has not provided any review of impacts to biological resources at other rocket launch facilities. There is no concrete information provided in the DEIS to support the conclusion that impacts to plants, wildlife, fisheries, and terrestrial and aquatic ecosystems will not be significant. At the public meeting, the preparers asserted that biological studies such as gopher tortoise surveys can't be performed in advance of construction because the animals move. This is not consistent with best practices for site assessment and industry standard approaches to gopher tortoise surveys for project planning. Suitable soils must be mapped and a reconnaissance survey conducted that identifies, at least semi-quantitatively, the location and size of gopher tortoise sub-populations so that spaceport facilities can be located to minimize impacts.
24. Climate. Proposed Action. The DEIS must include a quantitative assessment of the effect of hurricanes, other extreme weather events, and sea level rise on the project.
25. Coastal Resources. Proposed Action. “...there would be no impacts to coastal barrier resources; no unacceptable risks to human safety or property; and no adverse impacts to the coastal environment that cannot be satisfactorily mitigated.” Are you frickin’ high? The applicant is proposing to launch rockets over me, my wife, my 3 daughters, my granddaughter, our friends, and our extended family while we occupy our private property 5 miles downrange. Rockets explode all the time! **THIS IS AN UNACCEPTABLE RISK TO OUR SAFETY AND PROPERTY.** The DEIS includes no meaningful, concrete, and practicable strategies for mitigating impacts to the human and natural environment resulting from catastrophic launch failures. **The DEIS must be revised to clearly state that rocket launches pose an unacceptable risk to the lives and property of private property owners downrange of the spaceport and to the coastal environment and that there is NO impact mitigation strategy for catastrophic launch failures.**
26. Dept. of Transportation Act, Section 4(f). Proposed Action. “The potential for constructive use...was not evaluated because sufficient information about individual launches...is not yet available.” This statement is ludicrous. The DEIS explicitly states that there will be up to 12 launches and 24 supporting activities requiring closures variably impacting the Cumberland Island National Seashore. Furthermore, launches are frequently delayed for weather and/or other reasons, so it is reasonable to presume that park activities may be disrupted for several days for several of the launches each year. **The DEIS must be revised to fully and quantitatively evaluate the impacts of multiple disruptions of National Seashore operations.**
27. Farmlands. Proposed Action. **The DEIS must be revised to include an assessment of potential impacts to aquaculture, including commercial oyster farming and crabbing.**
28. Hazardous Materials. Proposed Action. There is no concrete information to support a conclusion that the impacts of utilizing hazardous materials during spaceport operations “...would be minimal.” The statement that “There is the potential for effects to historical contamination sites.” is a gross understatement. There absolutely WILL be impacts to existing contamination. The applicant has sited the Vertical Launch Facility on top of Empty Drums and MRA-2 (SWMU 9) and the Landing Zone on top of SWMU 5 (Aldicarb Oxime Disposal) and SWMU 6. **The DEIS must be revised to state that construction of the spaceport facilities WILL disturb existing contamination and cause the county to incur substantial investigation and remediation costs. The DEIS must be revised to state that routine spaceport activities are likely to result in minor or major leaks, spills, and inadvertent releases of fuel and other contaminants into the soil and ground water.** Once these leaked constituents mix with existing contaminants, Camden County will incur substantial liability for the mixed plumes. **The DEIS must be revised to state that a Restrictive Covenant between Union Carbide and the Georgia Environmental Protection Division is imposed on the property. The Covenant prohibits substantial disturbance of the site such as would be required for spaceport construction. The DEIS must be revised to strike references to the site being managed under the Georgia Brownfields Program.** The site is ineligible for this program.
29. Historical...Resources. Proposed Action. **The DEIS must be revised to state that there WILL be temporary, recurring, and permanent impacts to cultural resources on the mainland, Cumberland**
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- Island, and Little Cumberland Island.** There is no rationale for the limited Area of Potential Effect portrayed in the DEIS or the determination that impacts to historic structures will be unlikely or insignificant. The DEIS fails to consider impacts to the Little Cumberland Lighthouse, the second oldest lighthouse in Georgia and subject of a recent \$500,000 renovation. **The DEIS must be revised to present concrete plans for monitoring and mitigating the effects of vibration, noise, sonic booms, light, exhaust gases, and catastrophic explosion on historic structures.**
30. Land Use. Proposed Action. “There would be no conflict with existing land use management plans, laws, or other policies...” This statement is false. **The DEIS must be revised to state that rocket overflight of Cumberland Island and Little Cumberland Island DIRECTLY CONFLICTS with the land management plans, policies, and commitments of the Cumberland Island National Seashore and the Little Cumberland Homes Association.** “Adverse impacts on recreational use...would not result in severe alterations or diminished aesthetic recreational experiences (e.g., wilderness solitude).” This statement is an opinion not supported by any quantitative data or analysis in the DEIS. **The DEIS must be revised to state that the wilderness experience of Cumberland Island visitors and the natural solitude experience of Little Cumberland and Cumberland Island residents, fishermen, and boaters will be disrupted by spaceport operations.** Light, noise, vibration, and exhaust emission impacts will extend far beyond the west shoreline areas, as readily demonstrated by the skyglow of Kings Bay submarine base which degrades the dark sky experience throughout the entire National Seashore. “No substantial long-term annoyance...and/or permanent conflicts with landowners has been identified.” This statement is false. **The DEIS must be revised to state that the spaceport presents numerous substantial, short-term, recurring, and long-term annoyances and conflicts with landowners and National Seashore visitors.** Further, **the DEIS should state that Camden County has made no attempt to communicate with the Little Cumberland Island Homes Association, and the county has consistently ignored issues raised by the group.**
31. Noise and Noise-Compatible Land Use. Proposed Action. “...each type would occur only 12 times per year so no land area outside of Spaceport Camden would have significant noise impacts...” This statement is misleading. **The DEIS must be revised to clarify that substantial noise-producing events will occur as much as 36 times per year (12 launches, 12 rocket stage returns, and 12 static test fires).** The definition of “significant” as “65 dBA DNL – average over a 24 h-hour period” is inappropriate and purposely diminishes the significance of the noise impacts. **The DEIS must be revised to describe the instantaneous and short-term impacts of rocket launches, test fires, and stage returns, including sonic booms.** “Because the sound environment in noise-sensitive locations near Spaceport Camden would be unchanged during the vast majority of the year, current land uses (e.g., recreation, residences, commercial, etc.) would remain compatible.” This statement is false. **The DEIS must be revised to state that recurring, short-term disruptions of the sound environment in Cumberland Island National Seashore will substantially degrade one of the key attributes of the National Seashore, i.e. quiet, and will disrupt the wilderness experience of visitors and the quiet seclusion of residents.** “During launches, static fires, and landings, noise levels...would be exposed to noise levels expected to disrupt normal speech...for less than 132 seconds during each single noise event. In cumulative total...up to about half an hour.” This statement is false. 132 seconds multiplied by up to 36 events per year (12 launches, static test fires, and stage returns) totals more than 79 minutes. The DEIS states that “disruption of the natural soundscape...could degrade the positive experience of visitors to the island.” This statement does not support the assertion that “...FAA does not expect operational activities to result in significant adverse impacts.” **The DEIS must be revised to state that noise generated by spaceport activities will significantly adversely affect the experience of visitors to the National Seashore and the quiet enjoyment of private residents and will degrade the exceptionally quiet soundscape of the area.** Further, there are important wildlife resources that will be directly affected by noise and vibration, including eastern indigo snakes and gopher tortoises on the spaceport site, and brown pelican and other rookeries, nesting shorebirds, and bald eagle nests that are nearby and/or downrange. **The DEIS must be revised to quantitatively address noise and vibration impacts on noise-sensitive animal species including birds and reptiles.**
32. Socioeconomics... Proposed Action. “The Proposed Action may provide some economic benefits to the surrounding area through employment and income”. This statement is completely unsupported by any

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concrete economic analysis performed by Camden County and/or presented in the DEIS. **The DEIS must be revised to state that the applicant has not prepared a business plan that presents any analysis of the costs or benefits of the spaceport.** “There would be some inconvenience to local residences and recreational users during hazard area closures...and these closures would be short-term and temporary.” This statement is false, or at best, misleading. **The DEIS must be revised to clarify that launch closures typically last up to 12 hours but due to last-minute weather and technical concerns are often extended for days and days, thus causing prolonged closures.** The DEIS presents no analysis of the impacts to local residents and businesses that depend on access to the Cumberland Island National Seashore and the estuarine and offshore waters around Cumberland Island. **The DEIS must be revised to quantitatively analyze the impacts of business disruptions caused by land and maritime closures, including commercial maritime traffic to and from the Port of Brunswick, ferry service to the National Seashore, congressionally-mandated Lands and Legacies tours to the north end of Cumberland Island, contractors serving the residents of Cumberland and Little Cumberland Island, the permanent employees of Little Cumberland Island Homes Association and various Cumberland Island properties, shrimpers and crabbers and other commercial fishermen, charter fishing services, marinas and outfitters serving recreational fishermen and boaters, public and commercial transit through the Intracoastal Waterway, aerial tours of the National Seashore, Greyfield Inn, and mainland restaurants and hotels dependent on Cumberland Island visitors.**

“There are...no identified impacts that pose special risks to children.” This is a grotesquely false statement. The applicant is proposing to launch and return rockets over private property occupied by the uninvolved public on Little Cumberland Island and Cumberland Island. Occupants include children of all ages. **The DEIS must be revised to state that launching rockets over occupied private property will likely cause adverse physical and mental health impacts to numerous children, possibly including hearing damage, respiratory distress, psychological trauma, exposure to hazardous and toxic chemicals, squashing them flat, and/or burning them alive.**

33. Visual Effects. Proposed Action. **The DEIS must clearly state that nighttime lighting that causes glare beyond the spaceport boundaries will be a substantial degradation of a key attribute of the region, and a significant disruption to wildlife, residents, and wilderness visitors. The Impact Mitigation Plan must clearly spell out strict adherence with International Dark-Sky Association guidelines.**

NP-13
PA-31
SO-21
TP-02
NP-12
SO-39
VE-04

The following comments are attributed to particular or general statements and sections of the DEIS. All related sections of the DEIS must be revised to address the issues described here.

Page 1-4 line 23

“NASA is a cooperating agency for this Spaceport Camden EIS because the agency provides unique knowledge and expertise regarding the potential impacts from launches and the operation of a launch site.” There is no evidence in the DEIS that NASA expertise has been incorporated into the document. **The DEIS must be revised to incorporate information and analyses from the cooperating agencies (NASA and National Park Service) and the sections of the DEIS that include such information must be identified.**

NP-07
NP-19

Page 1-5 line 31

FAA has a “...statutory direction from Congress under the Commercial Space Launch Act to protect the public health and safety, safety of property, and national security and foreign policy interests of the United States and to encourage, facilitate, and promote commercial space launch and reentry activities by the private sector in order to strengthen and expand U.S. space transportation infrastructure.” THERE IS NO SUBSTANTIVE INFORMATION IN THE DEIS EXPLAINING HOW PUBLIC SAFETY AND PROPERTY WILL BE PROTECTED FROM ROUTINE SPACEPORT ACTIVITIES AND CATASTROPHIC FAILURES. References to actions necessary to protect people and property that will be overflowed by rockets, such as wildland firefighting, are vague, speculative, noncommittal. **Concrete public safety and property protection plans must be included in the DEIS** so that they can be included as license conditions if a license is ever issued. Further, the figures indicating “hazard areas” are completely meaningless as they were not developed according to FAA regulations.

SA-01
SA-02

Section 2.1.2.8 Launch Failures

Ms. Stacey Zee

Comments on DEIS

I0101

June 10, 2018

This section is nonsense. There will be debris and unconsumed fuel distributed over a wide area depending on the location and timing of a catastrophic failure, but the DEIS provides no analysis of the impacts to the natural or human environment, nor does the DEIS provide any legitimate plan for mitigating impacts of catastrophic failures.

The DEIS must be revised to fully address the environmental impacts of catastrophic launch failures.

NP-38

2.4 Alternatives Considered but Not Carried Forward

2.4.1.2 Evaluation of Sites in Camden County, Georgia

The alternatives analysis does not meet the requirements of 14 CFR 1502.14 “(a) Rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.”

There is no technical demonstration of the assertions made for rejecting alternative sites. The DEIS must be revised to indicate the precise technical and/or environmental reasons why each site was rejected. For example, the West Site/Ceylon is claimed to not allow the siting of required facilities and to provide the necessary 2-mile separation distance to other “manned facilities”. However no conceptual layout is provided that allows this assertion to be verified. Further 14CFR420 does not specify a 2 mile separation from manned facilities, but separation from the site boundaries. The Proposed Action location does not meet this requirement either since there will be a Bayer CropScience outparcel in the middle of the Union Carbide site that will not be purchased.

AL-02

The DEIS must be revised to clearly address the suitability of other readily accessible properties bordering or near the Union Carbide property. Any of these sites (Mead, Cabin Bluff, Davis Love, Pine Barrens LLC, Long Island Plantation LLC, and others to the west) are accessible from Harriets Bluff Road, are essentially unpopulated, have sufficient upland to allow facility siting, and don't pose any greater risk of overflight of populated areas than the Union Carbide site.

PA-37

The DEIS must be revised to analyze alternative launch trajectories. There is no justification for selection of the 83 to 115 degree range of trajectories. A smaller range of trajectories could reduce impacts to the human and natural environment.

2.4.2 Alternative Onsite Locations for the Vertical Launch Facility

2.4.3 Alternatives Proposed During Scoping

It is inconceivable that the applicant has located the Vertical Launch Facility directly atop known contaminated areas. It is similarly inconceivable that no wildlife surveys have been conducted. This is not consistent with best practices and industry standards where, at a minimum, reconnaissance surveys are conducted early in project planning to identify the general distribution of populations of species of concern, such as gopher tortoise, so that these areas can be avoided. In general, subpopulations do not move such distances that preliminary surveys are not useful for planning. The DEIS must be revised to include information on gopher tortoise distribution as these areas are the winter refugia for eastern indigo snake. **The DEIS must be revised to evaluate alternative site configurations that may avoid contaminated areas and/or have lesser impacts to wildlife.**

PA-43
BR-16

Table 2.4-1

The dismissal of the various alternative land parcels is unsupported by any technical information or conceptual layouts.

AL-02

Page 3-13

The description of Southern Atlantic Coastal Plain Salt and Brackish Tidal Marsh is incorrect. The author clearly pasted this section in from somewhere else. **The DEIS must be revised to correctly describe the tidal saltmarsh.** Stripe newt habitat is present at the project site. The applicant should conduct surveys and/or environmental DNA studies to demonstrate the presence or absence of this species. Loggerhead, Kemp's Ridley, and Green sea turtles are all documented to nest in the ROI.

BR-16
BR-40

Section 3.5

This section does not address other regionally important parks, refuges, and historic sites including the Colonial

SF-05

I0101

Ms. Stacey Zee

Comments on DEIS

June 10, 2018

Birding Trail, Gullah Geechee Heritage Trail, and Western Hemispheric Shorebird Reserve Network.

-SF-05

Section 3.7

The DEIS must be revised to address significant aspects of site contamination. This section makes no mention of the Restrictive Covenant between Union Carbide and GAEPD restricting land disturbance at the site. There is no substantive description of contamination on the Bayer CropScience site. There is no description of the Bayer outparcel which sits in the middle of the Union Carbide tract and is designated as NOT being part of the spaceport.

HW-15

Section 3.8.3

There is no technical basis for an APE radius of 5 miles. The Area of Potential Effect must also include all Hazard/Closure Areas. There is no mention of the Little Cumberland Lighthouse in the discussion of historic or architectural resources.

CR-06

3.9 Land Use

Page 3-65. **The description of Little Cumberland Island includes numerous inaccurate statements.** There are numerous full-time residents including staff and property owners. The Little Cumberland dock is accessible at all times except for extreme low water. Additionally, the island can be reached at all times by property owners with their own boats anchoring at other locations. There is no mention of the significant conservation mission or history of the Little Cumberland Island Homes Association. The island was protected as a conservation community a decade before the Cumberland Island National Seashore was established. The island has the longest continually operating sea turtle nest monitoring program in the world, so Georgia's successful conservation of sea turtles started here. Additional research on birds and coastal geomorphology is sponsored by the LCIHA. The Little Cumberland Lighthouse is an iconic feature of Georgia's coast. It is the second oldest lighthouse in Georgia, is architecturally significant, and was recently restored by private funding of the LCIHA members.

LU-05

Table 3.12 Socioeconomics

There is no discussion whatsoever of commercial fishing, crabbing, charter fishing, recreational fishing except a brief statement that there are "numerous fishing opportunities". Commercial and recreational fishing contribute over \$1 billion annually to Georgia's economy. **The DEIS must describe in quantitative detail the commercial and recreational fishing industry, the socioeconomic impacts to commercial and recreational fishing from routine spaceport operations and catastrophic failure, and the impact mitigation strategies that will be employed.** The DEIS should specifically reference and incorporate the information in Rossiter's 2017 University of Georgia M.S. Thesis *SHRIMPS IN SPACE: CHARTING CONTENTIOUS SPATIALITIES BETWEEN COMMERCIAL SHRIMPING AND SPACEPORT INDUSTRIES*. Critical information in this study includes the identification of all the waters in the vicinity of Cumberland Island as important to commercial shrimping, the experience-based assertion by shrimpers that they have to fish where the fish are (they can't just go fish somewhere else when spaceport operations close waters), and that a single day of forced closure could reduce a shrimper's annual income by 20%.

SO-10

The DEIS must be revised to quantitatively address the socioeconomic impacts of disrupted maritime traffic to and from the Port of Brunswick. The Port is one of the busiest roll-on/roll-off ports in America, with numerous vehicle transport ships, container ships, and bulk cargo ships coming and going each day. The maritime restricted zones for launches from other spaceports cover thousands of square miles of ocean. Ships approaching the shipping channel for the Port of Brunswick from the south or departing the channel and traveling to the south will be significantly impeded by the maritime restrictions imposed for launches and stage returns. This could be a substantial monetary and logistical impact to the shipping lines serving the port, the port operations, the companies relying on maritime transit of goods, and the employees of all of these entities.

SO-22

Similarly, **the DEIS must be revised to assess the socioeconomic impacts of maritime closures during launches and tests on all businesses operating in or dependent on the use of coastal waters around the spaceport.**

SO-21

I0101

Ms. Stacey Zee

Comments on DEIS

June 10, 2018

Exhibit 3.13-3 Representative Observation Points... and related text sections and tables.

The selection of a house on the east side of Little Cumberland Island as “representative” in considering spaceport impacts is ludicrous. This appears to be a purposeful attempt to minimize the impacts of noise, light, viewshed, etc. **The DEIS must be revised to include analysis of a house on the west side of Little Cumberland Island.**

4.1.1.3

“Launch failures have the potential to generate emissions not normally generated...the distribution of emissions...would be different...”. The section falsely claims that “Although unlikely, a launch could fail.” The DEIS states the likely failure rate at 2.5 to 6%, or about once every 16 months. The section goes on to describe residual propellants and other toxic, hazardous, and carcinogenic materials escaping in an airborne cloud during a catastrophic failure. However, “...insufficient data exist to estimate impacts quantitatively, and substantial resources would be needed to do a launch failure chemical dispersion study specific to Camden County.” **The DEIS must be revised to more accurately state that “The applicant does not want to spend any money to assess the possible release of toxic and hazardous gases and particulate emissions resulting from a rocket blowing up, even though such events are expected to occur about once every 16 months.”** In other words, the applicant would rather spend money on artist’s renditions of fancy buildings but not on assessing substantial impacts to the salt marsh and downrange residents.

The section further states that “...all reasonable and feasible measures would be taken by Spaceport Camden operators and FAA to minimize accidents and to protect human health and the environment.” And “...Spaceport Camden would prepare a Hazardous Materials Emergency Response Plan to ensure...” This statement is false. By failing to analyze this issue, Spaceport Camden has demonstrated that they are incapable and/or unwilling to take “reasonable and feasible measures...to protect human health and the environment.” **The DEIS must be revised to state that the applicant has not analyzed the potential impacts to human health and the environment resulting from catastrophic launch failures and is unlikely to implement impact mitigation plans capable of reducing such impacts.**

Page 4-3

“Although unlikely, a launch could fail.” Statements like this abound throughout the document. In fact, The DEIS states that 2.5 to 6% of launches are likely to fail. With 12 launches per year, we can expect a failure about once every 16 months. At least some of these will be catastrophic failures away from the launch site. **The DEIS must be revised to eliminate language asserting that launch failures are “unlikely” and the DEIS should fully assess impacts to the human and natural environment from catastrophic launch failures.**

Issues raised during scoping are not addressed in the DEIS

I have attached the two comment letters I submitted during the scoping phase. Many of my comments are not addressed in the DEIS. I have annotated the attachments to highlight concerns. The DEIS must be revised to fully address all of the comments.

VE-05

SA-03

AQ-03

NP-38

SA-03

Final Environmental Impact Statement

Spaceport Camden

Ms. Stacey Zee

Comments on DEIS

I0101

June 10, 2018

Despite the obvious inadequacies of the Draft Environmental Impact Statement, Camden County's complete lack of a business plan and willful ignorance of the financial performance of other spaceports, and the county's continued disregard for important coastal resources, private property rights, public safety, and their fiduciary responsibility to taxpayers, I remain ever hopeful that, regardless of the disposition of the EIS, the FAA will reject a launch site operator license application and my granddaughter won't get blown up by an exploding rocket,

Sincerely,



Jim Renner

attached:

Annotated scoping letters: 151220 comments on Spaceport Camden EIS annotated
160103 additional comments annotated

I0101

Leidos
20201 Century Boulevard, Suite 105
Germantown, MD 20874
FAACamdenSpaceportEIS@Leidos.com.

20 December 2015

Originally submitted as scoping comments

Attn: Ms. Stacey M. Zee, FAA Environmental Specialist
Re: Comments regarding Spaceport Camden EIS

Annotated June 10, 2018 by Jim Renner
and submitted as comments on the DEIS

Dear Ms. Zee,

Thank you for the opportunity to comment on the environmental impacts of a proposed commercial space launch site ("Spaceport Camden") in Camden County, Georgia. As described in the November 6, 2015 notice in the Federal Register, issuance of a Launch Site Operator License to Camden County would be a major Federal Action, so the Federal Aviation Administration intends to prepare an Environmental Impact Statement (EIS). These comments are submitted with the intent of influencing the thorough preparation of an EIS.

I intend to submit two letters. This first letter comments on the NEPA process, including inadequacies with the Federal Register Notice and description of the Proposed Action Alternative that must be rectified. A second letter will address specific impacts to the human and natural environment.

General Comments on the NEPA Process and EIS preparation

Inaccurate and Misleading Notice in the Federal Register

The description of the Proposed Action Alternative published in the Federal Register is incorrect. A revised Federal Register notice should be published and the comment period should be extended to allow the public additional time to submit comments on the corrected description.

NP-32

The DEIS contradicts the original project description. The NEPA process should be restarted with an accurate description.

" is and launch (iles)

The DEIS must be revised to accurately describe saltmarsh and to describe impacts and impact mitigation measures. The marsh is NOT buffer. It must be buffered from spaceport operations.

ite, astal tive

BR-40
CO-10

arly t in

ns of age

The DEIS must include precise quantitative information justifying the need for a vertical launch site. The demand for vertical launches is NOT growing. Further, the DEIS describes the purpose and need of the project as economic development to spur regional economic growth. The DEIS must examine alternatives to a spaceport that could accomplish such economic development.

] - PN-02

I0101

Ms. Stacey Zee/Leidos

Spaceport Camden Comments

20 December 2015

The DEIS must be revised to include information justifying the need for a commercial vertical launch facility. The DEIS includes no evidence of demand for a spaceport.

PN-02

- How many actual launches, landings, engine tests, and wet dress rehearsals are performed at commercial spaceports each year, and how does this number compare to the capacity for such activities?
- If the capacity of currently licensed commercial spaceports exceeds their actual use, what concrete evidence can Camden County provide that an additional facility is needed or is in the public interest?
- Since a commercial space company has already rejected the Camden County site once in favor of an alternative location (SpaceX and Brownsville, TX), what concrete evidence does Camden County offer that there is demand for an additional site or a desire for this particular site by private companies?

Proposed Action Alternative

It's difficult to fully assess the impacts of the Proposed Action when there is no description of rocket trajectories. Camden County has publicly displayed a "typical" trajectory heading southeast and passing over the northern portion of Cumberland Island.

There was no mention of potential trajectories in the scoping. The DEIS includes no justification for the range of trajectories described in the document. The DEIS must be revised to clearly provide technical and economic justification for the proposed range of trajectories. Other trajectory ranges must be considered as alternatives.

PA-37

Other Alternatives

The EIS must address alternative locations for the launch facility. If state funding is anticipated, the site review should consider other locations throughout Georgia, but at a minimum, other sites in Camden County must be assessed. The Federal Register notice provides no rationale for the selection of the specific location of the Proposed Action Alternative. The notice states that "approximately 100 non-contiguous upland acres would be used for the launch pad, landing site, control center, and supporting facilities..." and the entire facility would be "...approximately 400 acres of uplands." There are many properties in Camden County that are of similar size, are reasonably isolated, are generally proximal to the coast, and have good road access. Every site, including the Proposed Action Alternative site, has advantages and disadvantages so the EIS must provide a comparative analysis of the attributes and potential impacts of each site. Environmental case law dictates that a particular property does not have to be readily available for purchase to be considered. A quick review of Camden County tax records reveals many alternative sites, including, but not limited to:

Some of these parcels are listed in the DEIS as alternatives considered but not carried forward to the site.

The DEIS must be revised to describe and compare the technical characteristics and environmental considerations of these sites relative to a spaceport layout.

AL-02

- 4305 acre Parcel 129 001 SLF IV-GA Big Pasture LLC - immediately west of the site
- 7914 acre Parcel 156 001 Mead Timber Company & MWV-Cabin Bluff LLC – immediately south of the site
- 1144 acre Parcel 143 001 Davis M Love III Family Ltd Partnership – immediately west of the site
- 400 acre Parcel 129 001a MWV Cabin Bluff LLC – immediately west of the site
- 2110 acre Parcel 088 002 McCarthy Trustees - along I-95
- 6300 acre Parcel 112 001 Seven States Timberlands LLC - along I-95
- 1179 acre Parcel 025 003 Tarboro Land & Timber LP – western Camden County.

I0101

Ms. Stacey Zee/Leidos

Spaceport Camden Comments

20 December 2015

Impact Assessment

The environmental impact assessment must consider impacts to the human and natural environment resulting from both routine facility operations **and** catastrophic events, even if low probability.

Camden County has publicly stated that there will be economic benefits from activities and development There is no analysis in the DEIS supporting that purported economic benefits of the spaceport. The and development are not part of the Proposed Project Alternative, and the EIS must not discuss postulated benefits have been "made up" by the county.

The project does not meet its own stated purpose if there is not a comprehensive quantitative verifiable demonstration of the economic benefits of spaceport development. Such an analysis must include a review of the economic performance of other commercial spaceports, particularly Pacific Spaceport Alaska and Mid-Atlantic Regional Spaceport.

SO-19

The idea that catastrophic launch failures and the potential impacts to humans in the flight corridor from falling debris, fire, hazardous chemicals, etc. is not appropriate to fully address in the DEIS is ludicrous.

NEPA requires an assessment of impacts to the natural AND HUMAN environment.
The DEIS must be revised to fully address potential impacts to landowners, visitors, and any other people AND their private property from catastrophic launch failures. An exhaustive description of mitigation plans must be included, as well.
Further the DEIS must be revised to provide realistic depictions of the Overflight Exclusion Zones and Flight Corridors with clear indications of where people will be excluded from land, sea, and air. The 5 mile wide hazard corridors shown in the DEIS have no basis in FAA regulations and are meaningless fantasy.



James F. Renner, P.G.

[REDACTED]
[REDACTED]
[REDACTED]

NP-38
MT-05
PA-44

I0101

From: Jim Renner [REDACTED]
Sent: Sunday, January 3, 2016 8:05 PM
To: Jim Renner
Subject: Fwd: Comments on Camden Spaceport EIS

Originally submitted as scoping comments

----- Forwarded message -----

From: Jim Renner <[REDACTED]>
Date: Sun, Jan 3, 2016 at 8:05 PM
Subject: Comments on Camden Spaceport EIS
To: "FAACamdenSpaceportEIS@Leidos.com" <FAACamdenSpaceportEIS@leidos.com>

Annotated June 10, 2018 by Jim Renner
and submitted as comments on the DEIS

3 January 2016

FAACamdenSpaceportEIS@Leidos.com.

Attn: Ms. Stacey M. Zee, FAA Environmental Specialist
Re: Additional comments regarding Spaceport Camden EIS

Dear Ms. Zee,

Thank you for the opportunity to provide comments on issues that must be addressed in the environmental impact statement for the proposed commercial rocket launch site ("Spaceport Camden") in Camden County, Georgia.

General

In assessing all impacts to the human and natural environment:

- **The EIS must consider both routine facility operations and catastrophic events**, even if low probability. For

The DEIS ust be revised to assess impacts of vehicle explosion on the launchpad or over nearby lands and waters.

- Any comments that refer to launch activities, must be assumed to refer to test fire and return landing activities, as well.
- In assessing impacts or impact mitigation measures, the marsh must not be described as or considered to be "buffer". The coastal marsh is one of the most sensitive resources that may be affected by spaceport operations.

NP-44 - The DEIS does not address the impacts of stage returns!!!

SA-01
SA-13

Marsh is not "buffer". Marsh is our most important coastal resource. Marsh must be buffered from the spaceport.

Socioeconomics

What is the predicted economic impact to businesses utilizing public airspace and waterways from temporary disruptions by maritime and aviation exclusion zones? Potentially impacted parties include:

- McKinnon Airport on St. Simons Island
- GlynnCo Jetport
- Port of Brunswick
- Jekyll Island dolphin tours
- Commercial fishermen utilizing inshore and offshore waters around Cumberland Island
- Charter fishing captains
- Area marinas
- Cumberland Island Ferry, including both ferry operations AND congressionally-mandated tours to the north end of Cumberland Island
- Greyfield Inn

Air, sea, and land areas will be closed for launch, test fires, and stage returns . Then they will be closed again when a launch is scrubbed. Then again, when it's scrubbed again. The DEIS must be revised to identify, quantify, and provide mitigation measures for the socioECONOMIC impacts to businesses relying on unrestricted access to the waters around Cumberland Island.

SO-21

I0101

- Businesses in Camden County catering to Cumberland Island visitors

What is the predicted impact to taxpayers in Camden County from land acquisition, construction, maintenance, and operation of a spaceport. Impacts could include, but are not limited to:

- Increased property taxes
- Decreased availability of funds for other county services
- Increased fees for county services
- Reduced borrowing ability of the county to support other projects
- Increased homeowner insurance premiums
- Long term financial liability of the county for catastrophic events including firefighting and contaminant cleanup.

The DEIS must be revised to assess the adverse economic impacts to the county and county taxpayers from spaceport purchase, construction, operation, compliance, etc. There can be NO discussion of economic benefits unless detriments are described as well. This is a critical socioeconomic impact to the citizens of Camden

SO-01

What is the anticipated revenue from tenants, including launch fees? How does this estimate compare to actual revenues realized by other commercial spaceports?

There is no justification in the DEIS of the need for the project or for any of the imagined economic benefits.

PN-02

Public Safety and Kings Bay Submarine Base

Public safety is one of the most significant impact to the human environment, so a comprehensive risk analysis must be included in the EIS. In particular, the risk of launch misfires to nuclear warhead-armed submarines Kings Bay must be addressed.

Rocket launches are terminated by detonation. If one corkscrews towards Jekyll, Cumberland, Kings Bay, or St. Marys, it will be destroyed, raining debris over populated areas.

The DEIS must be revised to fully address impacts to downrange people and property.

**NP-39
SO-31**

Private Property

All launch trajectories from the proposed location will overfly occupied private property, including dozens of properties are on Cumberland Island, one hundred properties on Little Cumberland Island, and dozens of private residences on the south end of Jekyll Island.

- How will the FAA protect lives and property downrange of the proposed launch site?
- It cannot be assumed that residents will evacuate properties to accommodate launches by a private company.

There is no precedent for launches over occupied private property within a short distance downrange of the launch site.

- Additionally, the FAA must recognize that properties that are unoccupied require protection.
- What is the predicted impact on property values downrange of the launch site or in the nearby vicinity?

Sound/Vibration/Acoustic Energy

How will the FAA insure that the extreme acoustic energy released during rocket launches and catastrophic explosions will not adversely affect resources? Particularly sensitive resources include:

- Historic structures on Cumberland Island, particularly those that are already unstable, such as the Chimneys at Dungeness.
- The Little Cumberland Island Lighthouse, which was recently restored by members of the Little Cumberland Island Homes Association for a cost of \$500,000. The lighthouse sits at the north end of the island on eroding sand dunes. Shock waves and vibrations from launches could accelerate erosion, leading to the collapse of the lighthouse.
- Homes on Cumberland Island and Little Cumberland Island will be directly under the path of rockets launched to the east.
- Contamination at the spaceport site. The spaceport is immediately adjacent to a capped RCRA landfill.

Impacts to the lighthouse are not even considered in the DEIS but vibration could cause collapse or undermining of the dunes.

NC-14

Additionally, there are at least 3 areas in the spaceport property that are contaminated with munitions waste, pesticides, and other known and unknown contaminants. Other, currently unknown contaminated areas may be present. The extent of soil and ground water contamination is not fully characterized. Vibrations could influence the vertical and horizontal migration of contaminants.

Contamination

I0101

As mentioned above, the site is contaminated with munitions, pesticides, and other known and unknown chemicals. The DEIS must be revised to fully describe the contaminants and the costs of remediation. [] HW-07, HW-14

- What contaminants have been introduced to soil and groundwater by operations at other commercial and non-commercial rocket launching sites?
- How will the FAA insure that routine operations will not contribute to the existing contamination?
- How will the FAA prevent catastrophic events from spreading contamination from fuel, rocket debris, payloads, etc. throughout the site, the marsh, coastal waters, Cumberland Island National Seashore, and nearby private properties.
- Research by Reichard at Georgia Southern indicates the presence of vertical basement faults propagated into the overlying Coastal Plain sediments in several places in coastal Georgia, including nearby Glynn County. How will the FAA insure that rocket launches do not activate vertical conduits in the underlying sediments, allowing contaminants to migrate into the Brunswick or Floridan Aquifers.

Light and other visual impacts

The dark sky environment of Camden County is an exceptional resource. How will the FAA insure that exterior lighting does not disrupt sensitive resources, including, but not limited to:

- The wilderness character of Cumberland Island
- Nesting and hatching sea turtles on the beaches of Little Cumberland that face the spaceport site
- Other wildlife use of adjacent uplands and marsh
- Residences and visitors who enjoy the existing dark sky environment.

The DEIS must be revised to provide specific, enforceable mitigation measures for light and sound. [] NC-15
VE-06

At a minimum, exterior lighting and nighttime operations at the site must co of the International Dark-Sky Association and restrictions on outdoor lightin to protect sea turtles.

Wilderness

President Reagan signed into law a bill protecting much of Cumberland exceptional natural and cultural resources and public recreational opportunitie President specifically stated the importance of protecting wild lands in the ea overflights of Cumberland Island National Seashore be consistent with ma Cumberland Island?

The DEIS dismisses the impact to wilderness without justification. No specific, enforceable mitigation measures are discussed. []

Sincerely,

WL-13

Jim Renner

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

10102



NEWT GINGRICH

June 8, 2018

The Honorable Dan Elwell
Acting Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20024

Dear Administrator Elwell:

It is with great enthusiasm that I write in support of Spaceport Camden in my home state of Georgia. As you know, Spaceport Camden is a proposed vertical launch facility in Camden County located in extreme southeast Georgia. If approved, Spaceport Camden will be the only purely commercial vertical launch facility on the east coast.

Spaceport Camden is incredibly important to the economy of Georgia. Aerospace components are the number one export from our state, and Georgia Tech is the number two ranked aerospace engineering program in the country. Yet despite these core competencies we are missing out of the burgeoning commercial space industry. Georgia claims just 1/10 of 1 percent of the \$330 billion global space economy, an economy projected to be worth \$3 trillion in the next 30 years. Spaceport Camden is the catalyst Georgia needs to claim a share in this growing market.

Besides being an important economic engine for Georgia, Spaceport Camden is also good public policy. The Trump Administration had the foresight to reconvene the National Space Council and develop a National Space Strategy to streamline commercial space regulations. These regulatory reforms are critical to ensuring American companies remain world leaders in space technology. But streamlining commercial space regulations will not hasten space innovation if we do not also increase launch capacity, particularly vertical launch capacity on the east coast.

I am an unabashed promoter of space. America's renewed interest in space innovation, and investment that is powering the commercial space industry cannot be wasted. There is too much at stake.

Thank you for work on this important issue.

Sincerely,

A handwritten signature in blue ink that reads "Newt".

Newt Gingrich

I0103

Page 1 of 5



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

FAACamdenSpaceportEIS@Leidos.com

Dear Ms Zee:

The dEIS and EIS concerning Spaceport Camden are of great concern to me as a homeowner on Little Cumberland Island (LCI) and a long-time visitor to the Cumberland Island National Seashore (CINS). I can walk just a few yards from my back deck toward the marsh and the Cumberland River to have a perfect view of the site in question. It is just 3 or 4 miles away. I appreciate the work you and the folks at Leidos have done on the dEIS but feel that it doesn't cover everything and it should. It would be a shame for Camden County to go down the road of other spaceports by building something that is not used enough to have been worth the investment.

Flammable and Toxic Materials:

The EIS must include the range of long-term impacts to the ecology of LCI and CINS in the event of flammable and/or toxic materials falling from one of the anticipated rocket launch failures that are expected to occur at a rate of 2.5-6% (dEIS page 2-34, line 21). This is vital and essential to our survival.

BR-15
HW-19

"Authorized Persons":

Large parts of Cumberland Island and LCI would be included within the proposed hazard zones for all rocket launches originating from, and returning to, the Camden rocket facility, according the dEIS. The dEIS states that campers, residents, homeowners, NPS staff and visitors would be considered "authorized persons" during a launch and may stay on the islands. I understand that the term "authorized persons" is without meaning within the lexicon of FAA terminology for the uninvolved public (email Ms. Stacey Zee to Mr. James Renner, March 28, 2018) and is used inappropriately and repeatedly in the dEIS, without explanation (e.g., dEIS page 4-95, line 4).
The EIS must define what it means to be an authorized person. Explain the privileges and responsibilities of "authorized persons", whether access to Spaceport Camden is included, and possibly salary, insurance benefits and retirement as well.

SA-08

Per the FAA, "In accordance with 14 CFR 417.107, a launch operator may initiate flight only if the risk to any individual member of the public does not exceed a casualty expectation of one in one million per launch for each hazard. Therefore, a launch operator could not conduct a licensed launch from Camden if the risk to any member of the public, including those who remain on Cumberland Island and Little Cumberland Island, did not meet this requirement. A launch operator who intends to conduct launches from Camden may need to identify closure areas to meet this requirement." Explain how this is possible with authorized persons remaining in the launch zone.

— SA-08

I0103

Page 2 of 5

The EIS document must be corrected so that campers, residents, homeowners, NPS staff and visitors are properly identified as members of the public, not "authorized persons".

—SA-08

Casualty Risk Analysis

The dEIS is required to show at least one example of a possible rocket trajectory and hazard zone corridor for the class of rockets referred to in the site application (medium-large lift, liquid fueled) ostensibly to demonstrate the potential feasibility of the project. And, when reviewing a potential launch site license the dEIS is required to provide casualty risk analysis for the representative rocket hazard zone: "Includes an over flight exclusion zone where the public risk criteria of 30×10^6 would be exceeded if one person were present in the open" (14 CFR 420.23). However, the dEIS does not provide a casualty risk analysis to inform the public, or even the launch site applicant (Camden County), regarding what would be the resulting risk of casualty to the downrange public from the representative launch hazard corridor illustrated in graphic form (dEIS page ES-12, Exhibit ES-5 and page ES-13, Exhibit ES-6). Such an analysis needs to indicate how many potentially 'at-risk' persons have been used for making the calculations/results (that were not disclosed). Show results for calculations of risk (re. 14 CFR 417.107, 420.23) to downrange public that were used for constructing the graphic representation of launch corridors (Exhibits ES-5 and ES-6). Provide information regarding assumptions that should be made for the numbers of downrange public that should have been used in the calculations. The EIS must explain for how the relatively narrow hazard corridors shown in ES-5 and ES-6 were derived. Explain the methods used for drawing the widths of hazard zone corridors for medium-heavy rocket launches, illustrated in ES Exhibits 5 and 6.

PA-16

SA-01

SA-05

Hazard Zone Corridors

The dEIS does not provide *any* representative hazard zone corridors for landing rocket parts which would ostensibly return directly over CINS and LCI to land at a different area of the proposed spaceport from that used to launch the rocket. Please provide meaningful, well-documented representative hazard zone configurations for landing first stage parts from a medium-heavy-sized rocket at the proposed spaceport and describe how such hazard zones were derived. Please provide meaningful, well-documented casualty risk analysis for the public from a re-landing, medium-heavy-sized rocket vehicle passing directly over private property and a National Seashore on its way back to the proposed spaceport landing site.

SA-10

SA-01

Anticipated Catastrophic Events

The EIS must address the potential environmental impact of anticipated launch failures (aka explosions) on the fragile coastal marsh environment or Cumberland Island. At the present it does not provide this analysis. The dEIS does acknowledge that rocket launch failures occur between 2.5 to 6 percent of launches (dEIS page 2-34, line 21). Medium lift rockets proposed weigh over a million pounds plus 200,000 pounds of fuel. The EIS must explain what could be the range of short and long-term impacts to the ecology of LCI and CINS if one of these rockets explodes over the island and how possible pollution resulting from such an explosion would be mitigated.

BR-15

BR-15

HW-19

The EIS must explain how possible fires resulting from an explosion would be mitigated on an island with no fire department or fire plan. On LCI the trails are too narrow for most types of fire

SA-02

10103

Page 3 of 5

equipment although the dEISs note that it would take 2-4 hours to respond to any fire on Cumberland Island due to tides, personnel and boat availability (dEIS page 3-86, lines 15-19). Please explain exactly how private property would be protected from fire and toxic substances associated with anticipated rocket failures (dEIS page 2-34, line 21). Explain how uncontrolled release of potentially harmful chemicals, associated with the 2.5-6% or rocket launch failures, would be dealt with. Explain the plan to deal with potential plumes of noxious fumes associated with the anticipated 2.5-6% rocket launch failures.

SA-02
AQ-02
AQ-03
HW-19

Effects of Light, Noise and Vibrations

The EIS must explain how private property and historic structures would be protected from potential damage from routine launch noise and pressure waves, associated with sonic booms from landing rocket parts, which for examples are acknowledged in the dEIS: "On Cumberland Island, potential damage from the projected rare sonic boom events could include glass breakage, damage to outside walls, or other, hard-to-predict damage to other structural elements (refer to Table 3.11-1, Section 3.11, *Noise and Noise-Compatible Land Use*) of the First African Baptist Church, Rischarde Red Barn, Alberty House and Trimmings House on Cumberland Island. (dEIS page 4-51, lines 31-34) and the LCI lighthouse which is only briefly mentioned. It is on the list of National Historic Sites and should be considered, but is not so far, in the dEIS under discussion of at risk historical sites. The EIS must explain a mitigation plan for light intrusion, noise, and overpressure shock wave impacts (e.g., potential broken windows) on private homes on LCI, that have unobstructed, westerly views of the proposed spaceport and at the Little Cumberland Island Lighthouse. This have not been analyzed in the dEIS.

NC-02
NC-03
CR-16

CR-06
NC-02
VE-33

The Footprint of the Proposed Facility

The FAA dEIS is ambivalent regarding the role of the Bayer Crop Science property in the proposed spaceport. Maps provided within the dEIS (Exhibit 3.7-1) suggest the proposed facility would be on a subset of Dow Chemical/Union Carbide property only. The Dow Chemical property is known to have significant concentrations of on-site chemical pollution and buried munitions; the current outlines of the proposed spaceport are artfully drawn to exclude some of the most heavily contaminated areas. However, the dEIS makes references to spaceport infrastructure that exist only on Bayer Crop Science property (e.g., "deep water access"), (e.g., Exhibit 2.1-2, dEIS page 2-34, lines 9-11) required for return of 1st stage rocket parts from sea-going landing barges. If the Bayer property assets must be included in order for the proposed spaceport to be functional according to the Proposed Option and the FAA's Preferred Alternative, boundaries of spaceport maps must be redrawn and more meaningful environmental impact review done that considers the existing Bayer property as part of the proposed Camden County spaceport. The Bayer property, including possible hazardous waste, has been omitted from evaluation by the full dEIS process. Explain or correct this omission in light of the above paragraph.

PA-13

The maps for the proposed spaceport do not include access to Floyd Creek, a part of the Proposed Action and Preferred Alternative (dEIS introduction, page not numbered). Provide a complete description for the proposed spaceport that includes and considers these assets. The dEIS suggests that no modification to the dock on Floyd Creek or to Floyd Creek (Bayer Crop Science Property) would be necessary for access to a sea-going tugboat(s) and a large sea-going barge used for at-sea landings and return of rocket parts (dEIS 2-16, lines 5-8). Show that this expectation is realistic, noting the shallow nature of parts of Floyd Creek or include information

— PA-45
—
— PA-22

I0103

Page 4 of 5

about necessary modifications. Realistically describe what would be required to allow wide, deep barges to navigate and dock in Floyd Creek and what the environmental impact of such modifications would be on hydrology and protected wetlands. —PA-22

Existing Contamination and Hazardous Chemical Issues

It is seems clear that the Bayer property, considered by Camden County as *de facto* part of the spaceport, contains contaminated substances from previous manufacture of chemicals and munitions but the extent and nature of the contamination is unknown. The property abuts protected wetlands and is near sea level. If Bayer Crop Science property is part of the concept for the proposed spaceport, there must be full EIS disclosure of existing environmental contamination present on that property and possible mediation that would be required. Also, in regard to the Dow Chemical/Union Carbide property, in 2011, The Georgia Environmental Protection Division and Dow Chemical/Union Carbide Corporation agreed to a binding Environmental Covenant, pursuant to Georgia Uniform Environmental Covenants Act O.C.G.A. 44-16-1, which strictly limits activities that are permissible on the 4011 acres of Dow Chemical property. This important covenant has been omitted from consideration in the FAA's dEIS and must be honored. The EIS must explain how this will be done.

HW-15

Other Issues

There is only one brief reference to "potential negative impacts to local ocean-based commerce (fisheries, crabbing, oysters, and shrimping) due to possible hazard area closures the shrimping" (dEIS page 4-90) and no further analysis of the economic impact on those industries though they are an important part of the economy of coastal Georgia. Similarly, there is not a single reference to potential negative impact on ocean-going commerce due to delays associated with hazard area closures even though ocean-going ships travel to and from the Port of Brunswick daily. The EIS must provide data and analysis of projected negative economic impact of repeated closure activities to ocean-based commerce, including commercial fishing and shipping destined to and from the Port of Brunswick.

SO-21

There is no specific reference to what a representative hazard closure area would look like for re-landing of rocket parts on a barge at sea and any impact of such closure areas on ocean-going commerce/fishing. The EIS must provide an example for a representative closure zone for sea going barge landing of rocket parts and provide data that relates to the impact of repeated closure activities on commercial fishing and ocean-going commerce.

PA-45
SO-26

The rocket launching and landing sites are planned near the property lines of the proposed spaceport. FAA regulations clearly state that a launch pad for medium-heavy class rockets must be greater than 10,600 feet from adjoining properties. There is one mention of this requirement within the dEIS document (dEIS page 2-14), however, the dEIS omitted to validate that the proposed launch and landing pads are in compliance of FAA regulations, possibly because they are not in compliance. If the spaceport were built today according to the dEIS as it stands, the FAA dEIS would be violating 14CFR420.21 requiring the minimum distance from rocket launch and landing sites to adjacent property boundaries.

PA-30

Although there is recognition in the dEIS of scoping comments that addressed concerns regarding

I0103

Page 5 of 5

the potential negative impact of rocket launch and landing activities on Naval Submarine Base Kings Bay (dEIS page 1-11, line 6), and subsequent mention that "There would be potential for compatibility issues with spaceport operations and Naval Submarine Base Kings Bay" (dEIS page 4-95), there is no discussion within the dEIS on the potential negative impact of repeated offshore closures and rocket launch and landing activities on the expected "24/7/365" mission readiness of Naval Submarine Base Kings Bay. The EIS must include an explanation of how the spaceport would impact Kings Bay operations.

NP-04

While I appreciate all the work that has gone into the dEIS, more is clearly required so that Camden County taxpayers can avoid spending millions of dollars on a facility that does not meet the FAA's requirements and hence will not be used, maybe ever. The funds that were collected by Camden County to pay Leidos for the EIS came from ALL of Camden County taxpayers. What we need is a full, complete, comprehensive and accurate report so that a good decision can be made about whether Spaceport Camden is a worthwhile investment.

Thank you,

Paula Eubanks
Owner of [REDACTED]
Little Cumberland Island

I0104

From: Autumn Woodward [REDACTED]
Sent: Tuesday, June 12, 2018 11:23 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Public Comment on FAA Draft EIS Camden County Spaceport and Cumberland Island
Attachments: Public Comment on FAA EIS Camden County Spaceport and Cumberland Island National Seashore (2).pdf

Dear Ms. Zee,

Please find my detailed comment on the Draft EIS attached.

Sincerely,
Autumn Woodward

This public comment is addressed to Ms. Stacey Zee, Environmental Specialist, Federal Aviation Administration, regarding the Draft EIS for the Camden County Spaceport, by the comment deadline of June 14, 2018.

I0104

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

Asheville, NC
June 12, 2018

Dear Ms. Zee:

Please nix the ill-hatched scheme to build a private spaceport in Camden County, Georgia.

The level of negligence with which the proposal has been reviewed and outlined - from both an environmental and public safety perspective - is a harbinger of disastrous impacts in the future if this port is permitted to be built in this location.

I studied Environmental Security and Peace at a competitive international university. The proposal for the spaceport fails to answer human security concerns, just as it neglects to address the environmental impacts of light pollution on endangered sea turtles and marine mammals, launch debris, fuel contamination of breeding marshlands, degradation of air quality, and the significant impacts of noise and concussion.

GC-07

As a child, I visited Cumberland Island National Seashore from the mountains of North Carolina. I grew up playing on the protected beaches, climbing in the live oaks and admiring the bird life in the salt marshes. It is one of the most beautiful places in the world. The impacts of a spaceport in close proximity to this National Park are disturbing.

The stated need for the project in the EIS is weak, and in conflict with the needs and mandate of Cumberland Island National Seashore, and with the needs of Camden County's own residents who live in the proposed launch path.

Security Risks and Unjustifiable Danger to the Public

Launch zone location The proposal to launch private space flights directly over the homes of private citizens and over a National Seashore with thousands of visitors per year is irresponsible and unprecedented. Most spaceports operate launches from shore directly over open ocean.

I0104

Failure to adequately address risks of launch zone The EIS fails to convince in terms of how the risks for this could be ameliorated: because in fact they cannot. One cannot “mitigate” loss of life or home that could easily result if this facility were built and launched regularly in such dangerously close proximity to normal, daily, human life.

SA-01
SA-03
SA-05
SA-12

I frankly cannot believe the FAA has allowed consideration of the project to proceed so far already.

Proximity to the Kings Bay nuclear submarine base: Omission of hazard review

The EIS significantly does not address the proximity of the proposed spaceport to another important facility that already exists in Camden County: the Kings Bay Naval Submarine Base. That the EIS fails to address concerns about a launch hazard path within 4 miles of a base that is the home port of the US Navy Atlantic Fleet’s Trident nuclear-powered submarines is unbelievable. The base’s population is over 15,000, which includes navy personnel, their family members and civilians¹. It is the only navy base with the capability to support the Trident II missile, the most sophisticated nuclear missile designed to be launched from a submarine.²

NP-04

What happens in the event of a major rocket failure? A missed trajectory and an explosion that involves a Navy nuclear facility?

Surely the FAA should have reviewed the closeness of the Trident submarine base in the EIS process, since it is a significant nuclear and military facility that would make the costs of a launch disaster just 4 miles away nearly beyond calculation. But it’s the FAA’s responsibility to calculate risk.

“The United States Navy still maintains 14 Ohio-class nuclear missile submarines. Each "boomer" carries 20 Trident D-5 missiles, and each Trident packs up to twelve nuclear warheads, each six times more powerful than the bomb dropped on Hiroshima³.”

Let’s just pause with that for a minute.

¹ <https://www.naval-technology.com/projects/kingsbaysubmarine/>

² <https://www.georgiaencyclopedia.org/articles/government-politics/kings-bay-naval-submarine-base>

³ <https://www.popularmechanics.com/military/navy-ships/a19924/the-navys-new-doomsday-submarine/>

I0104

And then move on to consider the inherent dangers of space launch, and relevant commentary from an incident just 4 years ago involving a private space company.

"For some watching the Antares rocket disaster on Tuesday night in Virginia, it was reminiscent of the early of space exploration. **'This is a reminder that launching rockets is still an incredibly dangerous business,'** says Dr David Baker, a former Nasa engineer who now edits Spaceflight, the magazine of the British Interplanetary Society.

Every time one of the mighty Saturn V moon-bound rockets lifted off the launch pad, there were nervous glances among the engineers, says Baker, whose 25-year tenure at Nasa coincided with the Apollo program. Fear would turn gradually to relief as the 363ft (111m) rocket made it into space.

"We knew we were on borrowed time. You cannot build an infallible system," says Baker.

The craft that failed on Tuesday was not a Nasa rocket. It was owned by Orbital Sciences Corporation, one of two private companies that hold contracts with the agency to launch supplies – and eventually astronauts – to the International Space Station." (The Guardian⁴)

Excuse me, but what the hell are you thinking?

This port should not be built in this location. It should launch over open water, if built at all, far from the nuclear base and from Cumberland Island.

Threat to Critical Barrier Island Ecosystems

I believe the NPS has already detailed the significant threats the project poses to the sensitive marine and barrier island ecosystems surrounding Cumberland and Little Cumberland Islands and the Saint Mary's River. These include:

Sea Turtles

Loggerhead sea turtles (*Caretta caretta*) are a species of Federally threatened sea turtle. Nesting and hatching success of these turtles can be significantly hindered by light pollution, decreasing by 20% in some studies⁵.

⁴<https://www.theguardian.com/science/2014/oct/29/antares-rocket-launch-explosion-dangerous-space-nasa>

⁵ <https://www.ncbi.nlm.nih.gov/pubmed/28601036>

I0104

"Cumberland's 18-mile undeveloped beach is one of the most important loggerhead sea turtle nesting areas in Georgia. Each year it accounts for 25 to 30 percent of the statewide nesting total. In the last 3½ seasons, Cumberland has produced over 1,800 nests. Loggerhead sea turtles are listed as a Federally threatened species.⁶"

The light pollution from the proposed port is of concern to critical nesting turtle populations.

BR-29
BR-16
BR-19

Salt Marshes, Estuaries and Saint Mary's River

The potential for rocket debris, fuel spills and noise pollution to permanently affect salt marshes - which are a key breeding ground for marine life, and a basis for fisheries - is of great concern, and inadequately addressed in the EIS.

BR-03

Cumberland Island National Seashore

Cumberland's National Park preserves a rare barrier island, with unique habitats and ecosystems. Most barrier islands have been developed within an inch of their lives, and Cumberland is an important exception - allowing a healthy barrier island ecosystem, with normal sand dune dynamics, to thrive and protect the coast from severe storm events, which are already increasing with climate change.

Cumberland Island National Seashore should be allowed to continue with its natural systems and the purpose of the Park undiminished by the impacts of a potential rocket facility. This project is being promoted irresponsibly in a completely inappropriate location.

Flawed EIS

The Draft Environmental Impact Statement for the project collapses under scrutiny. It fails to address major ecological considerations, and represents a conflict of interest, having been prepared by Leidos, a private consulting firm hired by those making the proposal, and conveniently finding exactly what they please in its conclusions⁷. Huh, I'm sending this comment to you at Leidos, though you represent the FAA. Bizarre. Perhaps you can understand that this is frustrating, and generates concern.

NP-15

An independent EIS using accepted methods for reviewing potential public harm and damage to unique and sensitive barrier island ecosystems needs to be

⁶ <https://www.nps.gov/cuis/learn/nature/sea-turtles.htm>

⁷ "Camden County paid consultant Leidos more than \$1.2 million to produce [the draft EIS]."

<http://www.savannahnow.com/news/20180413/camden-county-spaceport-gets-hearing-but-not-answers>

I0104

completed by a public agency with the credentials to produce a document that has actual value in decision making.

The project should not even be considered until a credible EIS is complete and offered for public review.

There are many other considerable environmental concerns - please refer to detailed comments by the National Park Service.

Please deny a Launch Site Operator License to the Camden County Board of Commissioners.

Sincerely,

Autumn Woodward

I0105

From: Carol Emmons [REDACTED]
Sent: Tuesday, June 12, 2018 3:53 PM
To: FAACamdenSpaceportEIS
Subject: Draft EIS for Camden Spaceport.

To: Ms. Stacy M Zee, Environmental Specialist, Federal Aviation Administration
From: Carol B. Emmons, Homeowner, Little Cumberland Island, GA June 12, 2018

The Camden Spaceport proposal is to promote economic development. It is not a national security project. The Draft EIS dismisses people, property, animals as collateral damage. Anyone that might be at risk is an "authorized person" overlooking the number of people that will be impacted and in harms way when a failure occurs. Hazard zone corridors for landing rocket parts must be well documented. There is no specific plan for untoward effects such as fire on LCI. This is private property that is unprotected from fire and toxic substances associated with rocket failure.

There is no discussion in the dEIS on the potential negative impact of repeated offshore closures and rocket launch and landing activities on the mission readiness of the Kings Bay Navel Submarine Base.

The serious negative impact brought on local population, property, the environment, and Kings Bay Navel Submarine Base for a commercial development is not explained adequately in the dEIS.

[] SA-08
[] SA-09
[] SA-05
[] SA-10
[] SA-02

[] NP-04

I0106

From: Jane Fleetwood [REDACTED]
Sent: Tuesday, June 12, 2018 7:37 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: June 11, 2018

June 11, 2018

Ms Stacey Zee, Environmental Specialist Federal Aviation Administration C/o. Leidos
2109 Air Park Road SE, Suite 200
Albuquerque, New Mexico. 87106

Comments on Spaceport Camden DEIS

Dear Ms. Zee,

Below are a few comments concerning the inadequate assessment and statements the DEIS report exhibited as pertains to the Camden County proposed spaceport.

1. Focusing on the surrounding tidal marsh. The extensive marshlands and tidal areas in Camden and adjacent Glynn Counties are open popular navigable waters with unrestricted access. This valuable ecologically important natural resource would be impacted by the activities of the spaceport. The DEIS states the impacts would be minimal. These are subjective determinations. The DEIS must include a comprehensive analysis of the impacts and pollution potential (noise, air quality, vibrations, chemical runoff) to the surrounding marshland, waterways, fisheries, wildlife and how this impact will affect the adjacent residents and property owners who inhabit the nearby islands.] GC-08
2. The property owners and residents of Cumberland Island National Seashore and Little Cumberland Island are in the proposed hazard zones for the proposed launch trajectories from the spaceport. The DEIS designation of "authorized persons" has no explanation and implies residents, vacationers, staff and homeowners would be categorized as such. They are members of the public not "authorized persons". The DEIS does not indicate the casualty risk to those in the area. Rockets do explode.] SA-08
] SA-09
3. Economic impact to fisheries in the area and ocean going commerce was not sufficiently addressed. The marshes surrounding the spaceport area are important fisheries areas and provide valuable income to many individuals. How will pollutant runoff from launches impact these fisheries. Also the periodic closure to watercraft in the trajectory area. This was not sufficiently addressed in the DEIS.] SO-18
] BR-40
4. What exactly is the footprint of the spaceport facility? Does it include the Bayer Crop Science property? In addition the Dow Chemical property has extensive chemical pollutants. A comprehensive explanation of how these chemical pollutants will be removed or contained must be addressed.] PA-13
] HW-07

Please thoroughly review these concerns which need to be addressed more comprehensively.

Sincerely,
Jane Fleetwood

10106



Sent from my iPad

I0107

From: Helen L. Regnery [REDACTED]
Sent: Wednesday, June 13, 2018 6:05 AM
To: FAACamdenSpaceporteIS
Subject: EXTERNAL: Comments Regarding Spaceport Camden dEIS
Attachments: dEIS_commentsvF_6-12-18.docx

Please find attached my comments.

Helen L. Regnery, PhD

[REDACTED]

[REDACTED]

I0107

Comments on
FAA/AST Draft Environment Impact Statement
Spaceport Camden

June 12, 2018

Transmitted by email:

To: Leidos: AACCamdenSpaceportEIS@Leidos.com

Cc: Mr. Dan Murray: Daniel.Murray@faa.gov
Ms. Stacey Zee: Stacey.Zee@faa.gov
Ms. Di Reimold: Dorothy.reimold@faa.gov

Helen L. Regnery [REDACTED]

[REDACTED]
[REDACTED]

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I0107

Introduction

This document comments on Spaceport Camden's draft Environmental Impact Statement. It is understood that FAA/AST (Leidos) will address all comments. It is appreciated that this will be done with FAA/AST's authority to ultimately validate Leidos's conclusions and ensure the legitimacy of Spaceport Camden in the Record of Decision.

Since the beginning of Camden County's efforts in 2014, it has been acknowledged that others have spent unbelievable hours researching, educating and informing themselves. It is understood by many citizens of Camden County and Georgia, that these individuals are sincere and dedicated to protecting this unique and environmentally sensitive coastal region. Equally important is their awareness of the burden being placed and will continue to be placed on the taxpayers of Camden County. For this year, there is a tax increase of approximately 20+% for Camden County taxpayers as compared to DeKalb County, GA of 8% for 2018.

The "FAA License Process"¹ as currently followed begins the EIS process after the pre-application consultation but before an application is submitted. Perhaps, this was acceptable for previous sites that were not as environmentally sensitive and in such a unique geographic location as the location Camden County chose. It would have been extremely helpful to have had an evaluation of the site location prior to a detailed EIS.

AL-02

It has been suggested to FAA/AST that there be "the development of a written formal site evaluation with specific launch site requirements, guidelines and standards"² and be used to address future similar situations during the pre-application consultation phase. Importantly, the identification of stakeholders and their roles should be included in the process." The response was: "Given our experiences recently with Camden and other projects, our team is actively assessing our processes and the relative flow and timing of their different aspects. Specific areas of our focus include earlier and more frequent community outreach and stakeholder engagement".

The large number of scoping comments indicate the concerns of many tax payers and the public. It is believed had there been a site evaluation prior to the EIS, perhaps Camden County would have been more informed of the complexities inherent in the chosen site location. The accumulation of many environmental issues coupled with rocket launches over a community and construction on land with an environmental covenant argues against the issuance of a site license. Whereas it may be argued that these three aspects will be mitigated or addressed later in the process, a case can easily be built for addressing these aspects early in the pre-application consultation as was suggested in the FAA/AST communication. The pre-application consultation is described as providing "a potential applicant with an opportunity to identify any unique aspects of its proposal".

Reviewing the site locations of the 10 FAA-licensed non-Federal launch sites, the conclusion is that Spaceport Camden is unlike any other and does set precedents. This points to needed improvements in the process to address future proposals. In this communication, the four areas below are considered as having utmost priority for the decision maker.

¹ "FAA License Process Overview" presented at the 23rd Meeting of the Cross Polar Trans-East Air Traffic Management Providers' Working Group, in Arlington, VA on May 31, 2017.
https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/ato_intl/documents/cross_polar/cpwg23/cpwg23_brf_commercial_space_transportation_intro.pdf

² Letter to Dan Murray (FAA/AST) dated May 23, 2018 from Helen L. Regnery.

I0107

Public safety/Private property

- Provide examples of both launch site operator licenses and launch licenses that are comparable to Spaceport Camden. Provide the mitigation used to allow launches over unininvolved public and private property.] NP-41
- Provide a detailed justification tied to FAA/AST safety regulations for permitting rockets to be launched over communities and private properties by Spaceport Camden³.] NP-46
 - Comment.
 1. FAA/AST has a statutory authority to “encourage, facilitate, and promote U.S. commercial space transportation”, but is also directed to ensure “public health and safety, safety of property, and national security....”. This implies that FAA/AST must provide a balance in its decision making. Additionally, it is acknowledged by the former FAA/AST Associate Administrator, Dr. George Nield who stated multiple times that public safety is the first priority⁴.
 - Explain “authorized persons” and provide data from other licensed applications that preferentially selects a portion of the public allowed to be present within the hazard / closure area during a rocket launch.] SA-08
 - Comment. “Authorized persons” indicates creating an exception for a select groups of the unininvolved public and is contradictory to “unauthorized public” access (dEIS quoted references #2, 3 below).
 - dEIS references.
 1. Exhibits ES-4, ES-5, ES-6. Residents and private property owners on Little Cumberland Island (LCI) and Cumberland Island National Seashore (CINS) and Wilderness area are within the launch trajectory range and the hazard / closure areas shown in the dEIS.
 2. Page 4-95, lines 2-6. *“However, the 24 allowed campers per day at Brickhill Bluff, plus other residents and potential persons at habitable structures on the north end of Cumberland Island (Squaw Town and Plum Orchard) and Little Cumberland Island would be considered “authorized persons” (in this document, “authorized persons” would refer to residents and home owners, NPS staff, and certain park visitors with permits or reservations for camping spots) and could remain if they wished.”*
 3. Page 2-28, lines 20-26. *“The Spaceport Camden Security Plan would describe the procedures for securing a closure area, thus limiting unauthorized public access in the area on the day of a launch. The closure area would be expected to include areas around the access points to the launch site at the end of Harriets Bluff Road (also referred to as Union Carbide Road) and the waterways surrounding the launch site, in addition to parts of Cumberland Island and Little Cumberland Island extending along the trajectory and out to sea. Exhibit 2.1-10 and Exhibit 2.1 show possible hazard and closure areas for a launch based on two representative trajectories.”*
 - Develop and describe in the final EIS, insurance requirements that must be met by the launch operator contingent on approval of their launch license and to require Spaceport Camden to provide copies of the insurance policies to the home and property owners in the overflight exclusion zone. The policy would include loss of life, property or house damage due to (1) catastrophic events, and] PA-28

³ This was a major scoping comment made in 2015 that was not addressed.

⁴ March 20, 2013. NASA Johnson Space Center Oral History (Transcript). Interview by Rebecca Hacker.
https://www.jsc.nasa.gov/history/oral_histories/C3PO/NieldGC/NieldGC_3-20-13.htm

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- (2) damage windows, outside walls, and structural aspects that could occur gradually over multiple sonic boom events.
- Develop and describe in the final EIS, an insurance requirement for the historical LCI lighthouse (1838) that is on the National Registry of Historical Places (NRHP) as is in the above bullet.
 - Comments.
 1. The precedent setting circumstances of Spaceport Camden demands precedent setting in the final EIS related to insurance should a site operator's license be approved.
 2. Although the dEIS states that the LCI Lighthouse is outside the area of potential effect (APE), it is included in the hazard zone having a trajectory of 83 degrees. (See #2 references below).
 3. Having a fragile historical Lighthouse within a launch trajectory certainly must be a precedent. The LCI community has over time invested considerable funds to preserve the historical Lighthouse and this warrants insurance to defer additional expenses attributable to Spaceport Camden launch and landings.
 - dEIS references.
 1. Table 3.11-1 on page 3-78. Possible Damage to Structures from Sonic Booms.
 2. Exhibit 4.11-10. Composite of Sonic Boom Peak Overpressure Contours for a MCLV Landing at Proposed Spaceport Camden.
 3. Exhibit ES-5. Representative Trajectory (83 Degree) with Hazard and Closure Areas. Page 3-60, lines 10-12. Page 3-65, lines 31-34. References the LCI Lighthouse.

PA-28

Geographical Location

- Provide examples that justify setting a precedent with locations of spaceports being near National Parks and Wilderness areas as is the case for Spaceport Camden.
- Describe a tidal river estuary within several feet of a spaceport anywhere in the U.S. If there is one, provide to the stakeholders the final EIS and the ROD that shows the protocol for ensuring little to no contamination due to operational toxic waste.
 - Comments.
 1. Spaceport Camden's proposed location conflicts with the Cumberland Island National Seashore (CINS) and Wilderness, of which Little Cumberland Island is a part. The mission of CINS and LCI mission is intrinsically linked to protection of the natural coastal wildlife habitat and the preservation of their historical structures.
 2. The Satilla River is on the National Rivers Inventory and as such possesses "one or more 'outstandingly remarkable' natural and cultural values. It is protected under the NPS. It is also a National Wild and Scenic River candidate.
 3. Floyd Creek (a tributary of the Satilla River) appears to be within several feet of the vertical launch facility launch and is a risk of being contaminated by operational toxic waste. (reference 2 below). The Satilla River's tidal ebb/flow has the potential to further extend toxic waste and contamination downstream and upstream.
 4. Appropriately, a monitoring program to detect any increase in operational toxic waste requires strict mitigation that should be detailed in the final EIS.
 5. Floyd Creek and Todd Creek are navigable only during high tides. Spaceport Camden would be dependent on the tidal level to able to recover the first stage of a launch vehicle from an ocean landing.
 - dEIS references.
 1. Exhibit ES-2. Proposed Spaceport Camden Regional Location
 2. Exhibit 3.7.1. Proposed Project Location and Existing Contamination Sites.

NP-47

NP-48

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3. Exhibit 2.1-9. Proposed Launch Site Roads Improvements

Chemical Contamination of Proposed Property

- Explain if FFA along with EPA have the authority to make the issuance of a launch site operator's license contingent on the completion of "corrective action plans" that eliminate or reduce significant levels of the dangerous toxic chemicals presently contaminating the proposed site.

– Comments.

1. It is publically known that the proposed property has significant concentrations of on-site chemical toxic waste.
2. The heavy contamination on the Union Carbide property is well documented and includes an Environmental Covenant issued by the GA Environmental Protection Division on the proposed launch site location. The Covenant states, "*The area subject to this Environmental Covenant is 4,011.54 acres entirely within the Union Carbide Corporation Woodbine Facility, located at....*"
3. A survey attached to the Covenant shows the location of contaminated sites on 58 acres of RCRA landfill (22 acres of landfill and 36 acres of buffer) and on dEIS exhibits is the area outside a drawn square boundary line with one end of the square being Todd Creek. Within this identified area, the survey lists (1) 2.8-2.9 million pounds of aldicarb (Temik) in fine form, (2) 37,500 pounds of acetone and methyl chloride, and (3) empty boxes and bags containing aldicarb residue.
https://epd.georgia.gov/sites/epd.georgia.gov/files/related_files/site_page/GA981235294UEC.pdf

- It is important that the decision maker be informed that there is a groundwater plume underneath the RCRA landfill that moves toward Todd Creek, another tributary of the Satilla River. It is important to research and understand the potential impact of Spaceport Camden construction as well as any future rockets launches and landings on the groundwater plume movements.

– dEIS references.

1. Exhibit 3.7-1. Proposed Project Locations and Existing Contamination Sites
2. The RCRA permitted landfill is mentioned several times in the dEIS but specific reference to GA's Environmental Covenant is not nor is it listed as a reference. (see above website reference)

Environmentally Sensitive Areas

- Determine a wildfire response plan that is less than one hour when an explosion occurs on the rocket launch pad or an explosion after liftoff occurs that scatters ignitable debris over environmentally sensitive areas.

– Comments.

1. An environmentally sensitive area is understood nationally and is defined as being an area that needs special protection because of its location, wildlife and historical value. This is an accurate description of this area of coastal GA that has been protected years before CINS was designated and before the development of most Islands along the eastern coast of the U.S. such as Hilton Head Island, GA.
2. Being undeveloped, CINS, LCI and nearby coastal areas are unique and irreplaceable when a catastrophic event occurs.
3. As experienced with increased hurricane events, climate change, rising sea levels and erosion, this pristine area is at a natural risk. An irreplaceable loss due to a manmade catastrophe is not a risk most Georgia residents nor any other person with conservation values would want to take.

SA-02
BR-14

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4. Although LCI has lived with natural wildfires caused by lightning strikes for many years, the level of threat has increased significantly due recent hurricanes creating a challenging amount of “fire fuel” that strains management resources. LCI is at a much greater risk than can be remembered probably within the last decade.
5. Wildfire is the most significant culprit. It should be realized that a 2-4-hour response time will not be adequate in a major fire event and could result in loss of life as well as property (See reference 1 below).
6. LCI recently has reviewed its own firefighting protocols. LCI resources on the Island itself for fighting wildfires would be unable to handle rapidly spreading fires or several small fires caused by rocket debris. Such a catastrophic event would require firefighting helicopters and pilots to be on standby for launch and return of its landing vehicle.
 - dEIS references.
 1. Page 3-86, lines 13-19. Reference for response time.
 2. Page 3-30, lines 23-32. LCI reference for an approved Fire Management Plan as a NPS policy.

Closing points

- All four priority areas are considered precedent setting and implies that changes in the pre-application consultation phase for future applications are warranted as well as being addressed in the final EIS for Spaceport Camden.] LC-03
- The complexity of Camden County’s proposal necessitates a final EIS and ROD that addresses issues not present in previous spaceport site proposals.] LC-03
- The politicization of the project has prevented informed, educated, and professional discussions. It would be beneficial if in the FAA/AST pre-application consultation phase, a written statement was prepared to inform local governments as to the complexities and possible unrealized cost of their proposal (only FAA/AST’s experience over time can adequately provide this type of guidance).] LC-03
- The credibility of Spaceport Camden’s dEIS has been compromised, not only by the politicization but significantly by the deficiencies as will be pointed out by the Environmental Issues Subcommittee of Spaceport Camden Steering Committee. This may be symptomatic of an applicant driven process whereby the applicant is paying contractors with a goal of producing supporting information and data (i.e., a conflict of interest). This approach indicates FAA/AST should review all dEIS more critically before releasing for public comment, especially when taxpayer funding is being used.] NP-15

Concluding remark

In February, this year, Dr. George Nield commented on the future of the commercial space industry in SpaceNews, “The key element... will be to implement a 21st century licensing process that will be based on an updated and consolidated set of regulations with requirements that are performance based...”⁵ The article also emphasized that FAA/AST “oversees commercial launch activity...to protect the safety of the uninvolved public”. Currently, There are few, if any, companies sufficiently engaged in space commercialization that would meet the performance standards envisioned in this statement. It is reasonable to assume those companies with a “performance based” record probably will not become the clients of Spaceport Camden. Consequently, it is premature to risk a catastrophic event by granting a launch site operator license to any applicant whose proposal launches over communities/private properties, National Parks, and in an environmentally sensitive area such as is the case here. A comment by an aerospace professional echoes this thought, paraphrasing - “the commercialization of

⁵ Spacenews.com. February 27, 2018. “Head of FAA commercial space office to retire”.

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the space industry is at the first step as was Kitty Hawk in the early 1900's". At this state of aerospace development, is FFA/AST comfortable with approving launches over "uninvolved public", private property, and National Seashores, and over an environmentally sensitive region?

With all sincerity and regards to all of those who have worked and will continue to work on this EIS phase of Camden County's proposal.

Helen L. Regnery, PhD
Retired Civil Service career employee, CDC

[REDACTED]

[REDACTED]

[REDACTED]

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ATTACHMENT

Figure 1. Representative Trajectory (83 degrees)
(copied from dEIS)



LCI showing homes/properties shown as white squares around periphery



Figure 2. Representative Trajectory (115 degrees)
(copied from dEIS)



LCI homes/properties shown as white squares around periphery



I0108

From: Russell Regnery [REDACTED]
Sent: Wednesday, June 13, 2018 4:02 PM
To: FAACamdenSpaceportEIS
Cc: Daniel.Murray@faa.gov; Stacey Zee
Subject: EXTERNAL: Comments on FAA/AST Draft Environment Impact Statement Spaceport Camden
Attachments: 180613 Russ dEIS review.docx

Please find attached examples of submitted personal comments from having read the draft Environmental Impact Statement for the proposed Camden County spaceport.

Sincerely, Russell Regnery (June 13, 2018)

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**Comments on FAA/AST Draft Environment Impact Statement
Spaceport Camden**

June 13, 2018

Transmitted by email:

To: Leidos: FAACamdenSpaceportEIS@Leidos.com

Cc: Mr. Dan Murray: Daniel.Murray@faa.gov
Ms. Stacey Zee: Stacey.Zee@faa.gov

To whom it may concern:

I appreciate this opportunity to submit my personal comments regarding the Camden Spaceport draft Environmental Impact Statement. I also would like to again thank members of the FAA for meeting with citizens in Camden County.

I have attempted to respectfully and carefully respond to the content of dEIS as if I were reviewing a grant application, term paper, or draft manuscript for journal publication. I have not attempted to correct minor technical and typographical errors. I apologize for my own oversights and layperson errors that I have made while attempting to review what may be part of a precedent setting process.

Sincerely,

Russell Regnery, Ph.D., M.D. (hon)

Research Microbiologist, Centers for Disease Control and Prevention, Retired GS-15

Camden County appointed member of Camden County Spaceport Steering Committee,
Environmental Issues Subcommittee

Chairperson, Little Cumberland Island Science, Research, and Conservation Committee

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"Authorized persons" and launch safety considerations

Large parts of Cumberland Island and LCI would be included within the proposed hazard zones for all rocket launches originating from, and returning to, the Camden rocket facility, according the dEIS.

The dEIS states that campers, residents, homeowners, NPS staff and visitors would be considered "authorized persons" during a launch and may stay on the islands. The term "authorized persons" is without meaning within the lexicon of FAA terminology for the uninvolved public (email Ms. Stacey Zee to Mr. James Renner, March 28, 2018), however, it is used inappropriately and repeatedly in the dEIS, without explanation (e.g., dEIS page 4-95, line 4). The EIS document must be corrected so that campers, residents, homeowners, NPS staff and visitors are properly identified as members of the public, not "authorized persons".

SA-08

Per the same correspondence with Ms. Stacey Zee (FAA): "*In accordance with 14 CFR 417.107, a launch operator may initiate flight only if the risk to any individual member of the public does not exceed a casualty expectation of one in one million per launch for each hazard. Therefore, a launch operator could not conduct a licensed launch from Camden if the risk to any member of the public, including those who remain on Cumberland Island and Little Cumberland Island, did not meet this requirement. A launch operator who intends to conduct launches from Camden may need to identify closure areas to meet this requirement.*"

LC-04

Although this statement applies to "launch operators" it also presumably applicable to the required example of hazard zone that is included within the dEIS (Exhibits ES-5 and ES-6) and needs to be reconciled with the observation that Cumberland and Little Cumberland Islands include private properties which are not subject to closure by any commercial launch operator.

The intent of the FAA requirement to show at least one example of a possible rocket trajectory and hazard zone corridor, for the largest class of rockets referred to in the dEIS (medium-large lift, liquid fueled), ostensibly is to demonstrate the potential feasibility of the proposed commercial spaceport project. When providing a potential launch site license the FAA is required to provide casualty risk analysis for the representative rocket hazard zone: "Includes an over flight exclusion zone where the public risk criteria of 30×10^6 would be exceeded if one person were present in the open" (14 CFR 420.23).

However, unfortunately the dEIS does not provide a public safety risk analysis to inform the public, or the launch site applicant (Camden County commissioners), regarding what would be the resulting risk of casualty to the downrange public from the representative launch hazard corridor illustrated in graphic form (dEIS page ES-12, Exhibit ES-5 and page ES-13, Exhibit ES-6). Such an analysis would need to indicate how many potentially 'at-risk' persons should have been used for making the calculations/results (that were not disclosed). Please show results for calculations of risk (re. 14 CFR 417.107, 420.23) to downrange public that were used for constructing the graphic representation of launch corridors (Exhibits ES-5 and ES-6). Provide information regarding assumptions

—SA-01

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that were made for the numbers of downrange public that were used in the calculations. The dEIS does not explain how the relatively narrow launch hazard corridors shown in ES-5 and ES-6 were derived. Without explanation for how these figures were generated for medium-heavy lift rockets, there is no reasonable way for the public to determine if the ES Exhibits 5 and 6 figures are meaningful or not.

— SA-01
— SA-05

Returning rocket parts to land

Rocket parts returning to land at the proposed spaceport would presumably be expected to return on flight paths directly over CINS including Little Cumberland Island. There is no specific reference within the dEIS to how hazard corridors, OEZ equivalents, etc. for a representative medium-heavy rocket booster returning to the proposed on-land landing site were calculated beyond incomplete mention on dEIS page 2-34. Although perhaps it is possible that the parameters for such re-landing corridors/zones would be identical to, or less than, those proposed for launch hazard parameters (and hence subsumed within those launch parameters), this reviewer considers this unlikely, especially since the launch and landing sites are geographically distant for one another. The dEIS must reference the manner by which calculations for environmental safety parameters for re-landing a representative rocket part over populated areas was accomplished (or the comparable FAA-approved methodology), and provide a separate graphical hazard corridor exhibit that is consistent with FAA-approved calculations for risk to the environment and uninvolved public from a medium-heavy lift rocket booster flying directly overhead as it returns to land.

SA-05
PA-44

Re-landing rocket parts pose a potentially significant and unique environmental risk hazard to property and the proposed spaceport ROI from the standpoint that re-landing rocket parts are recognized to not always land as planned or necessarily on target (e.g., recent SpaceX middle booster crashes near autonomous barge at speed). Although re-landing boosters may not be fully loaded with fuel, the lack of sufficient fuel, or the lack of ability to restart rocket engines, can and has been the probable cause of incompletely controlled crashes of returning rocket boosters at high speed. A large metallic object traveling at hundreds of miles per hour would potentially contribute to a significant local seismic event with possible crater formation and must be evaluated in terms of significant disturbance of known existing hazardous capped land-fills, water tables, and other contaminated areas, including those with unexploded ordinance.

SA-01
SA-05

SA-03

NP-38

Issues of liability associated with potential landing accidents should be clearly addressed. The site license holder and the public needs to understand responsibility for possible landing accidents associated with projects for which the county would have contracts, or for accidents which disturb hazardous waste sites on spaceport property (perhaps not directly associated with the traditional launch operator's process).

PA-28

In the absence of information regarding specifics of representative closure outlines associated with rocket landing events it is not possible to know whether landing OEZ's could be even greater than rocket launch OEZ's. Based on comparisons to expansive landing zone closures at other facilities for returning rockets (e.g., SpaceX and KSC), and that rocket parts returning to land at the proposed spaceport would be unlikely to be expected to have a proven safety record, it is prudent to assume that landing zone OEZ may extend to and impact the economies and section 4

PA-44

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considerations of Jekyll Island, CINS, and perhaps other communities. Omission within the dEIS to recognize the inherent differences in launch and landing zones makes possible ROI impacts impossible to properly evaluate.

—PA-44

Please discuss if there is provision for self-destruct detonation of returning rocket parts that might stray off course (analogous to self-destruct methods for rockets as they are launched)? Discuss what the environmental implications might be for incoming self-destruct detonations over public and private properties and their environments.

—SA-01

NP-38

Returning rocket parts to sea-going barges

There is no specific discussion or reference within the dEIS as to what a representative hazard closure area would look like for re-landing of medium-heavy (or any other) rocket parts on a barge at sea or what the impact of such closure areas might have on ocean-going commerce/fishing. Perhaps a representative at-sea landing zone would be covered within the same closure zones that relate to the launch of the same representative rocket, however, this is not well articulated in the dEIS and appears to be an oversight. If the at-sea landing zone does fall outside of the launch zone exclusion parameters for the representative medium-heavy rocket launch, provide data that relates to the impact of repeated closure activities on commercial fishing and ocean-going commerce. Provide environmental impact estimates for the oceanic environment (e.g., including right whale calving grounds) in case of rocket landing malfunction at sea. It should be recognized that rockets that crash at sea, and out of sight of most people, still have an impact on that environment.

NP-45

Anticipated catastrophic events and effects of light, noise and vibrations

The draft EIS does not address the potential environmental impact of anticipated launch or landing failures (e.g., explosions, rocket disintegration, crash landings) on the fragile coastal marsh environment or Cumberland Island National Seashore. The dEIS acknowledges that commercial rocket launch failures occur between 2.5 to 6 percent of launches (dEIS page 2-34, line 21). No failure rate, or alternatively success rates, for landing rocket boosters is provided.

SA-03

SA-12

BR-15

NP-38

The dEIS does not have a specific plan for untoward effects for catastrophic events that are expected to occur at a rate of 2.5-6% of launches (dEIS page 2-34, line 21) and which could impact LCI or Cumberland Island. For example:

1.) There is no fire plan for LCI in the dEIS, although they note that it would take 2-4 hours to respond to any fire on Cumberland Island due to tides, personnel and boat availability (dEIS page 3-86, lines 15-19). Explain how private property would be protected from possible fire and toxic substances associated with anticipated rocket failures (dEIS page 2-34, line 21).

SO-02

2.) Explain how private property and historic structures would be protected from potential damage from routine launch noise and pressure waves, associated with sonic booms from landing rocket parts, which for example are acknowledged to "On Cumberland Island, potential damage from the projected rare sonic boom events could include glass breakage, damage to outside walls,

NC-02

CR-16

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or other, hard-to-predict damage to other structural elements (refer to Table 3.11-1, Section 3.11, *Noise and Noise-Compatible Land Use*) of the First African Baptist Church, Rischarde Red Barn, Alberty House and Trimmings House on Cumberland Island." (dEIS page 4-51, lines 31-34).

NC-02
CR-16

Explain how the applicant proposes to monitor, repair, and compensate for minor (or major) structural damage, which is acknowledged to possibly occur and which would be expected to lead to subsequent significant structural damage to private property and historic structures (dEIS, 4-46, 4-51).

MT-05

Explain the potential impact of uncontrolled releases of potentially harmful chemicals, associated with the 2.5-6% or rocket launch failures, would have on the ecology and safety of marshlands and Cumberland Island National Seashore. Similarly, explain the potential impact of plumes of noxious fumes, potentially associated with the anticipated 2.5-6% rocket launch failures, on the ecology and safety of marshes, Cumberland Island National Seashore, and local communities. Explain how such potential impacts would be effectively mediated.

BR-15
AQ-02
AQ-03
HW-19

Light intrusion, noise, and overpressure shock wave impacts (e.g., potential broken windows) on private homes on Little Cumberland Island, that have unobstructed, westerly views of the proposed spaceport have not been analyzed in the dEIS. Note that some cottages on LCI are well over 50 years old and that not all existing cottage windows, while functional, might be considered to be in robust, shock-resistant condition.

NC-02
NC-09
VE-12

The 1838 LCI lighthouse, while briefly mentioned, is not considered in the dEIS under discussion of at risk historical sites, however, the lighthouse, and the nearby tall but eroding sand dunes, have an unobstructed, direct line-of-site, exposure to the proposed rocket launch and landing sites.

CR-06

Visual Effects

The dEIS correctly acknowledges that "*Little Cumberland Island is a part of the protected Cumberland Island National Seashore. Views to the mainland and to the project site are partially visible to residents and tourists from Little Cumberland Island depending on vegetation and terrain near the viewer (which can block direct views)*" (dEIS page 3-102).

Therefore it is curious that a structure that is recognized to be on the east side of Little Cumberland Island, and faces away from the proposed spaceport, was used as a representative structure for impact of the proposed spaceport on the viewshed of homes on Little Cumberland Island (e.g., Exhibit 3.13-3 (page 3-97), Table 3.13-1 (page 3-100), dEIS 4-112: "*Structure on Little Cumberland Island (east shore) has wide views over the ocean and foreground natural setting of the island, but no line of sight to the proposed Spaceport Camden site. The proposed spaceport facilities would have no impact on viewing locations on the east side of the island or Long Point on Cumberland Island National Seashore.*")

VE-05

Many structures on the west side of Little Cumberland Island of course do have a direct line of sight (i.e., "high site visibility") across the Cumberland River and marsh towards the proposed spaceport. As acknowledged on dEIS page 4-113: "*Views from nearby residences and waterways nearest the Vertical Launch Facility site have the highest potential for visual impact from changes to the visual character from these features.*". Explain why a choice of a structure with an easterly view

VE-13

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was made as part of an analysis of potential visual impact from the proposed spaceport and why structures with direct line of sight were not. Common sense would suggest that the proposed spaceport would not be readily visible from almost anywhere if one looks in the opposite direction from the proposed spaceport (see also dEIS page 4-57 that suggests “*visitors can enjoy adjacent natural views by slight shifts in their viewing angle.*”).

Section 6-13 There is a reference to an artificial light mitigation plan, however, there is no reference to what measures/parameters would be used to determine how an artificial light mitigation plan should be considered successful, monitored, or enforced; a mitigation plan with no strategy for measuring success would presumably be of dubious value.

Note that sea turtles are not sensitive to long wavelength visible light (i.e., red light). Because artificial light is otherwise considered a significant adverse factor in successful sea turtle nesting, recognition of preference for the use of red lights at the proposed spaceport would be welcome.

Noise and pressure wave evaluation

The predicted impact of noise on the environment and human communities is examined in Appendix C. However, the analysis was done for a “medium lift class launch vehicle” (such as described in the NOI) and not for the “medium-heavy lift class launch vehicles” that are subsequently referred to within the dEIS for possible launch from the proposed spaceport. Based on references to medium-heavy lift rockets found in the rest of the dEIS, the results for acoustic and overpressure analysis appear to be inadequate and to perhaps under-estimate the impact of sound and pressure waves on surrounding communities, including populated and state-owned Jekyll Island. Medium-heavy lift class vehicles are currently in service and presumably acoustic/overpressure information from such rockets should have been available to the professionals who did the analysis for the dEIS. If there are even slightly increased differences in noise parameters between medium and medium-heavy lift rockets, the dEIS noise analysis must be re-evaluated. At the very least, there needs to be an explanation within the dEIS for why the medium-heavy class of rockets were not analyzed if this is the largest class of rockets intended for launching at the proposed spaceport.

There is a need for a meaningful discussion for how the applicant envisions ‘real-time’ repair and compensation for structural damage to structures as part of mediation for possible acoustic and vibration harm done to homes and other buildings.

How is “significant” determined and used by the dEIS authors?

The use of the term “significant” is used throughout the dEIS with no attempt to justify meaningful levels of significance as is typically expected for well documented publications. Neither are there attempts to provide some form of supporting published reference alluding to acknowledged measures of significance or how impact is evaluated. To not define significance leaves the interpretation of dEIS findings subjective and difficult for a decision maker or the public to meaningfully evaluate. Determination of what is ‘significant’ within the dEIS often appears as

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unsubstantiated opinion of an anonymous author of unknown credibility. Please show your work —NP-49

The footprint of the proposed spaceport

The dEIS is ambivalent regarding the role of the Bayer CropScience (BCS) property in the proposed spaceport. Maps provided within the dEIS (Exhibit 3.7-1) suggest the proposed facility would be a subset of Dow Chemical/Union Carbide property only. The current outlines of the proposed spaceport are artfully drawn to exclude some of the most heavily contaminated areas of both the Dow Chemical (DC) and BCS properties. However, the dEIS makes references to spaceport infrastructure that exist only on Bayer CropScience property (e.g., “deep water access” (e.g., Exhibit 2.1-2, dEIS page 2-34, lines 9-11) required for return of 1st stage rocket parts from sea-going landing barges. And fresh water for the proposed spaceport is only available from well on BSC property (dEIS, page 2-16, lines 15-17). Portions of BCS property are within the 10,600' radius of the proposed launch site for medium-heavy lift rockets, referenced elsewhere in the dEIS.

PA-13
PA-22

If the BCS property assets must be included in order for the proposed spaceport to be functional according to the Proposed Option and the FAA’s Preferred Alternative, boundaries of spaceport maps must be redrawn and more meaningful environmental impact review done that considers the existing BCS property as part of the proposed Camden County spaceport. The BCS property, including known and possible hazardous waste, has been omitted from evaluation by the full dEIS process. The maps for the proposed spaceport do not include access to Floyd Creek, which is a part of the Proposed Action and Preferred Alternative (dEIS introduction, page not numbered). Please provide a complete description for the proposed spaceport that includes and considers these assets.

PA-13
PA-22

The dEIS suggests that no modification to the dock on Floyd Creek (Bayer CropScience Property) or to Floyd Creek would be necessary for access to a sea-going tugboat(s) and a large sea-going barge used for at-sea landings and return of rocket parts (dEIS 2-16, lines 5-8). Show how this expectation is realistic, noting the shallow nature for parts of Floyd Creek and the large size expected for at-sea landing barges. Realistically describe what would be required to allow wide, deep barges to navigate and dock in Floyd Creek. More importantly, describe what would be the environmental impact of such modifications on hydrology and protected wetlands.

PA-22

The applicant has provided no meaningful data regarding the extent of environmental hazards and contamination associated with the BCS property. ‘Absence of evidence does not constitute evidence of absence’ especially when it is acknowledged that substantial contamination does indeed exist on BCS property (dEIS, page 3-49). No meaningful Environmental Impact Statement for the proposed Camden County spaceport can be approved that fails to carefully consider environmental factors associated with the BCS property. If the applicant cannot provide BCS environmental details for the EIS, the applicant should either remove the BCS property and its proposed spaceport assets from the Proposed Action and submit a modified Proposed Action, or they must advance their agreement with the BCS to substantiate the reality of a transfer of ownership to Camden County as they have done with Dow Chemical Corporation (at which time presumably environmental hazards of the BCS property would be duly accounted). It is

PA-13
PA-46

impossible for the Camden County commissioner applicants (and the county taxpayers) to plan for mitigation if potential environmental challenges are not properly identified.

Simply put, it is inappropriate to only consider the environmental issues associated with one section of proposed spaceport property and ignore another section...the FAA decision maker can't logically or responsibly approve an EIS for only a portion of a proposed spaceport.

Specific issues that should be addressed in the dEIS, in addition to identifying existing BSC hazardous waste contamination and mitigation, would include:

- 1.) Environmental analysis of the BCS water source that is anticipated for use by the proposed facility and any possible impact of water withdrawal on known and currently unknown sources of hazardous waste and contamination; note that there are existing restrictions on water use on the Dow Chemical property next door, across the road.PA-47
WR-07
- 2.) Realistic environmental impact analysis of the plan to bring sea-going barges and tug boats into Floyd Creek, docking those barges at Floyd Creek, and the impact such changes might make to the surrounding protected marshlands. Existing sea-going rocket recovery barges (e.g., SpaceX) are too large and draw too much water to be floated in Floyd Creek without extensive dredging. Note that these issues were mentioned in the FAA scoping comments but were not addressed in the dEIS.PA-22
- 3.) In depth investigation of baseline freshwater samples, obtained from both the BCS and the Dow Chemical properties, at points where contaminants may already be leaching into public waters. The applicant and taxpayers of Camden County deserve to know, as part of the EIS process, what contamination may already be, or not be, contributing to violations of the Clean Water Act. The applicant did a nice job of a 'boots on the ground' Wetlands Determination Report and soil composition analysis of the Union Carbide/Dow Chemical property (Appendix H); by analogy it seems perfectly reasonable and responsible for the public and for the applicant to expect and require determination of baseline levels of water-borne chemical contamination emanating from both the BCS and Dow properties as part of the EIS process and prior to land acquisition and spaceport construction (e.g., pile driving) and routine rocket test firings, launch, and landing activities.HW-07

Potential Damage to surrounding public and private properties

Cumberland Island National Seashore and surrounding marshlands not only constitute a National Park with designated Wilderness Area, but is also recognized as internationally important environmental asset by the United Nations as an "International Biosphere Reserve" (<https://www.nps.gov/cuis/learn/education/upload/Island%20Ecosystems.doc>) and has recently been designated as part of the Georgia Barrier Islands Landscape of Hemispheric Importance by the Western Hemisphere Shorebird Reserve Network.

Explain in greater detail the range of long-term impacts to the ecology of CINS in the event of flammable and/or toxic, and/or solid material fragments falling from one of the anticipated rocket launch failures that are expected to occur at a rate of 2.5-6% (dEIS page 2-34, line 21). Explain who will take responsibility for monitoring the process of environmental restoration following anticipated rocket launch and landing failures. Explain what standards will be used to monitor

BR-15
SA-03
MT-05
MT-06

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and ensure restoration of an internationally important oak maritime forest and surrounding marshlands that has taken generations to evolve to their present status. Explain in as much detail as possible how a rocket launch operator or any other entity can realistically mitigate the potential impact of destroying or modifying the priceless ecology of CINS and surrounding marshlands and oceanic environments that have taken hundreds or thousands of years to develop and which are the public assets that exist as part of the National Seashore. Explain the plan to realistically repair damage to this environment to the current level of ecologic complexity following a potential accident that could include hazardous chemical contamination and fire. In Appendix A (page A282) it is suggested that as a result of launch failures "*Habitats may be temporarily degraded or permanently destroyed, causing animals to move to other areas to forage and nest*"; unfortunately, this does not make responsible, sustainable environmental logic, especially in light of Wilderness Area and National Seashore designation of globally limited habitat types.

— MT-06

— MT-07

— MT-08

Secondarily, explain how the any potential launch operator plans to recover components of exploded rockets without incurring further damage to the environments of the CINS, including the Wilderness Area and surrounding and ecologically important, sensitive marshlands, in the process of rocket component recovery. Help delineate when recovery procedures might themselves become destructive.

PA-48

Explain how the historic value of any of the many historic structures on CINS, and/or the mainland, could be returned to original condition/value in the event of a rocket failure leading to the destruction or damage to such structures. Similarly, explain the process of restoration of historic value to structures impacted by damage (e.g., by vibrations associated with spaceport construction pile driving activities, routine rocket engine testing, rocket launches, and possible over pressure waves associated with re-landing rocket parts).

CR-16

CR-23

Little Cumberland Island and Cumberland are only accessible by small boat. Construction and repair work of any kind is difficult to organize, time consuming, and contractors interested in such jobs are limited. Many residents are not young people. Andrew Nelson, Camden County contractor, has testified at state hearings that reparation for possible damage would be facilitated via insurance coverage. Recall that it took Thiokol and the US Government 15 years to settle with families of the 29 relatives who were killed in the Thiokol industrial disaster on proposed spaceport property. Explain how a rocket launch operator would compensate me for the considerable time lost (e.g., quite likely measured in years, not days or weeks) while determining damages, repair or reconstruction of my home on Little Cumberland Island following a possible damage from the 2.5 - 6% of rocket launches (dEIS page 2-34, line 21). Explain how an ongoing, real-time adaptive management plan would be organized for surveillance and repair of structural damage that may occur as a result of spaceport operations, and which are acknowledged in the dEIS to be worsened with additional launch/landing activity. A meaningful structural monitoring and repair program would appear to necessarily be operated and funded by the site operator since individual private launch operators would have no long-term commitment to maintenance of community infrastructure; please explain how responsibility for routine structural monitoring, repair, and compensation would be assigned.

PA-28

SA-03

PA-28

Absence of transparent public safety evaluations

Explain how I (or any other member of the public) can assume that my presence and my property on Cumberland Island or Little Cumberland Island during a rocket launch, is considered compatible with FAA regulations for issuance of a site license when there is no calculation of risk to the uninvolved public presented in the dEIS as clearly required by § 420.23 (a)(2). A layman's review of federal regulations § 420.23 does not suggest that these public safety risk calculations, based on a hypothetical medium-heavy, liquid fueled rocket (and therefore not applicable to any proprietary or national security issues) should be kept 'secret' from the public. The dEIS appears to be deficient in providing basic public and environmental safety information to the public. If the applicant has some sort of unexplained, secret proprietary stake in providing specific calculations, a reasonable 'fallback' would be to use conservative specifics derived from the Notice of Intent (regarding rocket type and size) and published FAA regulations for calculating such factors. If the applicant and the FAA continue to withhold information about public safety from the public and how such information should be interpreted, at the very least they must also show the public generous risk calculations based on what is promised to the public in documented federal regulations.

SA-01
SA-09

Likewise, there is no explanation in the dEIS as to how the site license applicant derived the suggested rocket launch hazard corridor illustrated in Exhibits ES-5 and ES-6. Casual review would suggest that the limited width (approximately 5 miles) of the launch hazard corridor is substantially narrower than OEZ and launch corridors that have been suggested for other proposed commercial rocket launching facilities for medium-heavy lift rockets. The public needs to know how this important exhibit was created for a medium-heavy rocket such as is mentioned as part of the Proposed Action and Preferred Alternative. In the absence of any explanation, a concerned citizen is left to conclude there may be a less than appropriate basis for how these exhibits were derived as part of the dEIS. As § 420.23 notes: "*The FAA will approve an alternate method if an applicant provides a clear and convincing demonstration that its proposed method provides an equivalent level of safety to that required by appendix A or B of this part.*" So the applicant at the very least needs to provide equivalent data for appendix A or B...which of course has not been provided as part of the current dEIS.

PA-44
SA-05
SA-16

Distances from launch and landing sites to property boundaries

Information provided within the dEIS is not consistent with 14CFR420.21 that requires the minimum distance from rocket launch and landing sites to adjacent property boundaries. Presumably, such a setback is considered prudent to help guarantee that the anticipated launch failures that might be associated with explosions near or on the launch pad would not compromise the environmental qualities of neighboring properties. FAA regulations clearly state that a launch site for medium-heavy class rockets must be greater than 10,600 feet from adjoining properties (14CFR420.21; 14CFR420 Table 2). A 10,600 foot property boundary setback, from the proposed launching and landing sites at the proposed Camden County spaceport (Exhibit 2.4-2), would clearly infringe on neighboring properties adjoining the proposed Camden County spaceport. I found one mention of this requirement within the dEIS document (dEIS page 2-14), however, the dEIS appears to omit validation that the proposed launch and landing pads are in

PA-30

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compliance of FAA regulations (which they would appear not to be). The dEIS must recognize that there would be hazardous land-fill property inholdings boundaries (e.g., BCS and Union Carbide/Dow Chemical properties) that would be infringed by a 10,600 foot setback and, importantly, these inholdings include extremely sensitive hazardous waste (not legally part of the proposed spaceport property but surrounded and potentially directly influenced by same) that could be significantly impacted as a result of a rocket launch failure or off-target, high-speed landing attempts of returning rocket parts.

PA-30

Boundary infringements would also include state protected marshlands (described repeatedly merely as "buffers" [e.g., dEIS 2-2] (see: <https://www.gpo.gov/fdsys/pkg/CZIC-kfg123-w2-l4-1971/html/CZIC-kfg123-w2-l4-1971.htm>), the alternative Inland Waterway (administered by the U.S. Army Corps of Engineers), and other privately owned property. The dEIS must acknowledge these oversights to existing, practical, commercial spaceport site license regulations and consider environmentally safer alternatives. A concerned citizen finds it curious why/how this clearly articulated licensure requirement was overlooked in the applicant's development of rocket launch and landing site plans?

PA-30
PA-38

FAA-compliant property boundary setback regulations for re-landing commercial rocket parts on land have not been discovered by this reviewer, beyond what is written in 14CRF433. As returning SpaceX Falcon 9 boosters have demonstrated, landing an incoming rocket booster (or presumably other parts) that may have insufficient fuel necessary for guidance, or otherwise be compromised in terms of the ability to land on a specific target at the hoped-for safe speed, can present a different set of environmental challenges to the surrounding on-land properties, beyond those associated with launching a rocket. Practical safety considerations should be acknowledged when discussing setback boundaries and attempts to land incoming rocket parts, especially since, as it currently stands, the companies that have acknowledged interest in re-landing rocket parts at the proposed spaceport have no prior experience or safety record with landings. The dEIS must thoroughly evaluate why the proposed Camden County spaceport landing site is currently positioned within less than one half mile of the proposed Camden County spaceport property line (Exhibit 2.1-2) and safer alternatives landing sites must be found.

PA-30
PA-43

Incomplete consultation with communities and agencies and failure to address public comments

For a complete review by a decision maker, the dEIS should have included required references to practical and valuable, sources of regional and local information. The dEIS omits demonstrating concurrence from the Georgia DNR demonstrating Coastal Zone Management Plan Consistency. The National Marine Fishery Service documentation and consultation has not been finalized. Therefore specific mitigation measures have not been included that originate with NMFS or the GA-DNR and were not available for public comment. There is no dEIS suggestion of consultation with the Navy regarding meaningful accommodation for ongoing submarine maintenance programs. The dEIS fails to address multiple issues/concerns raised by the National Park Service (listed as a partner in the EIS process) as part of NPS scoping comments; in general the dEIS gives the appearance of having been largely written in the absence of significant consultation and resolution of concerns with the NPS. The dEIS suggestion (dEIS, page 4-57) that night time light pollution from the proposed spaceport would not be a significant issue to NPS visitors because

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NP-04
NP-19

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NPS visitors could turn their heads and look the other way does not seem like it would be something the NPS would have endorsed.

Similarly, dEIS 4-116 “*The depletion of darkness in the night sky is at odds with wilderness values and the NPS responsibility to keep the imprint of man to a minimum. Because of the distance of the launch site to Cumberland Island National Seashore, and the low frequency of night launch activities, effects on dark skies would likely not rise to a level of substantial impairment.*” Did the NPS agree with this unsubstantiated conclusion?

NP-19
VE-15

On the level of significant details, personnel from regional agencies (e.g., DNR Non-Game Conservation Coastal Resources Division) could have readily and correctly reviewed and informed the authors of the dEIS that the maps describing distributions for nesting loggerhead sea turtles are incomplete and inadequate (e.g., loggerhead sea turtle nesting routinely occurs on the north and west side of Little Cumberland Island (see exhibit 3.2-3). Shorebird nesting information is similarly inadequate. There is no mention of the largest (and well-recognized) pelican rockery in Georgia which occurs due east from the proposed spaceport, across the Intercostal Waterway from Little Cumberland Island.

BR-16
BR-17

It is unfortunate that the authors of the dEIS did not contact or respond to a letter to the applicant from the chairperson of the Little Cumberland Island Homes Association board of directors (i.e., a community immediately downrange from the proposed spaceport), encouraging possible dialogue. The LCIHA BOD could have easily provided correct information regarding which homes on the island would face the proposed spaceport, where sea turtles and shorebirds nest, etc.

NP-21

Environmental Justice

1050.1F, Desk Ref 12-6: “*12.2. Environmental Justice Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.*”

Exhibits ES-4 (page 8) and ES-5 and ES-6 (pages 12 & 13), make it abundantly clear that one readily identifiable “group of people” (i.e., members of the Little Cumberland Island Homes Association, and Cumberland Island land owners) would potentially “*bear a disproportionate share of the negative environmental consequences...*”

SO-25

Socioeconomics and justified “need” for another spaceport

There is no even-handed reference within the dEIS to the socioeconomic successes and failures of existing commercial vertical launch spaceports, especially those that do not receive substantial funding from the federal government. Likewise, there is no reference in the dEIS to a business plan that might support the applicant’s typically optimistic suggestions for increased employment, higher paid jobs, increased tax revenue, etc. There is speculation but no meaningful

NP-34
NP-13

socioeconomic analysis. As specifically and previously requested in scoping comments, please better address the true “need” for, and socioeconomic forecast for, the proposed Camden County spaceport in light of data from existing commercial spaceports. [*“Is there sufficient demand to keep a Camden County spaceport in full operation for its maximum 12 launches per year over the site’s projected design life in years? How many launches per year must occur for Camden County taxpayers to ‘break even’ on the spaceport investment? Has the ‘break even’ number of launches been consistently achieved at other established commercial rocket launching facilities (e.g., Spaceport America in New Mexico; Mid-Atlantic Regional Spaceport, Wallops Island, VA; Cecil Field, Jacksonville, FL)? How do economic expectations for the Camden County commercial rocket-launching facility significantly differ for other existing commercial facilities (e.g., Boca Chica, TX, Spaceport America, NM, Wallops Island, VA) that have not realized expected community-wide economic prosperity as a result of the presence similar facilities?”*] scoping comments from Russell Regnery, 22 December 2015].

PN-02

Impact on ocean-based commerce: There is only one brief reference to “potential negative impacts to local ocean-based commerce (fisheries, crabbing, oysters, and shrimping) due to possible hazard area closures the shrimping” (dEIS page 4-90) and no further analysis of the economic impact on those industries. Similarly, there is no reference to potential negative impact on ocean-going commerce due to delays associated with hazard area closures (e.g., ships traveling to and from the Port of Brunswick). Provide data and analysis of projected negative economic impact of repeated closure activities to ocean-based commerce, including commercial fishing and shipping destined to and from the Port of Brunswick.

SO-18

National Security and possible negative economic impact on Submarine Base Kings Bay and Camden County

There is recognition within the dEIS scoping comments that addressed concerns regarding the potential negative impact of rocket launch and landing activities on Naval Submarine Base Kings Bay (dEIS page 1-11, line 6), and subsequent mention that *“There would be potential for compatibility issues with spaceport operations and Naval Submarine Base Kings Bay”* (dEIS page 4-95), however, there is no discussion within the dEIS on the potential negative impact of repeated offshore closures and rocket launch and landing activities on the expected “24/7/365” mission readiness of Naval Submarine Base Kings Bay.

NP-04

Nor is there discussion regarding the negative impact to the economy of Camden County from repeated “compatibility issues” with the County’s largest employer. If repeated commercial rocket launching activities began to significantly inhibit submarine repair and maintenance, this would reasonably be expected to have a negative economic impact on the people of Camden County.

SO-43

Since the scoping documents were closed for public comment, the small commercial airport in St. Mary’s was deactivated (FR Doc. 2017-06740 Filed 4-4-17), because the airport was considered a significant strategic security concern for Naval Submarine Base Kings Bay. However, the dEIS makes no reference to the obvious, potential strategic security concerns that could be associated with a non-governmental, commercial spaceport which launches privately funded rockets from within eyesight of the same, highly sensitive naval base. The FAA may suggest this is an issue only for issuance of each individual operator’s license, however, this reviewer would argue that there

LU-06

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must also be a site-specific recognition to a serious risk to national security, relative to the proximity to the naval base. This sentiment seems to be validated as part of §433.3 Issuance of a license to operate a reentry site: “*(a) The FAA issues a license to operate a reentry site when it determines that an applicant's operation of the re- entry site does not jeopardize public health and safety, the safety of property, U.S. national security or foreign policy interests, or international obligations of the United States.*” Consideration of “U.S. national security” is clearly defined as an issue to be addressed in the site licensing process (not only as part of an agreement with a launch operator). Please address this in the dEIS.

Private rocket launches within proximity to a high priority national security asset (i.e., Submarine Base Kings Bay) implies that someone in addition to the private launch operator (e.g., the FAA, and/or the site operator), would presumably assume responsibility for verification of every programmable and mechanical detail of real-time launch and flight-path security. By promoting ‘pay as you go’ rocket launches from its facility, the applicant would necessarily assume responsibility for the safety of the local population and the environment surrounding Kings Bay and this should be reflected as an issue of concern for the dEIS when considering issuing a site license. Intentional or unintentional damage to Submarine Base Kings Bay should at the very least be as much a security concern to U.S. national security as was closing down the St. Mary’s light aircraft airport.

LC-05

Existing environmental covenant and failure to address scoping comments

In 2011, The Georgia Environmental Protection Division and Dow Chemical/Union Carbide Corporation agreed to a binding Environmental Covenant, pursuant to Georgia Uniform Environmental Covenants Act O.C.G.A. 44-16-1, which limits activities that are permissible to all of the 4011 acres of Dow Chemical property. Within this identified area, the survey lists (1) **2.8-2.9 million pounds of aldicarb** (TemiK) in fine form, (2) **37,500 pounds of acetone and methyl chloride**, and (3) empty boxes and bags containing aldicarb residue.

https://epd.georgia.gov/sites/epd.georgia.gov/files/related_files/site_page/GA981235294UEC.pdf. The intent of this environmental covenant has been to minimize the risks of mobilization of significant environmental contaminants to further impact public health, commercial fisheries, and the rest of the environment. If heavily contaminated ground water on the site were to mobilize and extend to public clean air or water sources this would presumably trigger significant environmental response (e.g., ‘Superfund’ designation). “Gerrymandered” property lines, in order to exclude the worst of contaminated areas from consideration within the proposed spaceport, is not a environmentally responsible solution to prevent possible serious spaceport-related mobilization of existing contaminants. This cannot be considered a politically or morally defensible means to deal with an extremely serious environmental concern that, in the absence of meaningful ‘cleanup’ mediation, could readily be imagined, and perhaps legally established, to be exacerbated by proposed spaceport activities.

HW-15

The covenant limits even the movement of soil, including soil not associated with designated landfills on the 4011+ acres (e.g., as when constructing roads, launch and landing pads, preparing building foundations, etc.). The absence of specific reference to this agreement within the dEIS is disturbing considering that the GA EPD-Union Carbide covenant was mentioned at length as part of scoping comments. If the intent of the applicant is to seek to amend the covenant, the implications of such an action would also have been an important dEIS discussion point.

—HW-15

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Unfortunately, omission of the dEIS to clearly address this example of important existing environmental protective regulation impugns the credibility of dEIS scoping comment review process, and preparation of the taxpayer-funded dEIS document.

-HW-15

Observations/suggestions for helping make the commercial spaceport evaluation process more reasonable. Simple answer: applicants and the FAA should realistically and openly evaluate the potential to launch the rockets they propose early in process. The current licensing process is back-to-front.

§420.23 Launch site location review clearly indicates to the layman that this regulation is intended to be part of the EIS launch site location review, just as its says. In the example of the application for the proposed Spaceport Camden, the largest rocket types to be considered for launching were specified in the NOI to be medium-lift, liquid fueled, however, these specs were changed without explanation in the dEIS to "medium-heavy". There is nothing proprietary about either of these specifications. There is clear allowance for FAA-approved, publically available methods for determining basic flight corridor and risk-factors to uninvolved public, whether or not the applicant prefers to use equivalent proprietary methods, so this should not present any reasons for the applicant or FAA to withhold the results of this public safety evaluation process (as unfortunately has repeatedly been the case). There is nothing in a layman's read of §420.23 that suggest the results of §420.23 launch site location review should not be readily available for public review or that the FAA has any responsible cause to not act in a transparent manner when dealing with public safety and environmental safety reviews.

LC-06

Because there is no clearly articulated representative launch or re-landing OEZ or flight corridors provided in the Spaceport Camden dEIS that is accompanied by any meaningful explanation, the public and perhaps the Camden County Commissioners themselves ("the applicant") don't have an understanding of how realistic it might be to consider launching commercial rockets over a community of uninvolved public. The FAA states that their goal is to not license a commercial spaceport that has no realistic chance of launching a rocket. And of course the FAA also unequivocally states in §417 that they will not launch over a member of the public immediately down range from the launch site (and presumably this also is applicable to the flight path of returning rocket parts).

LC-04

This entire commercial spaceport site license application process would have been a lot simpler if the applicant or the FAA had begun the process by transparently determining if there is any realistic way to launch a medium-heavy rocket over a community of uninvolved public. Not openly determining the true feasibility of being able to launch and land a rocket over a community of uninvolved public has added years and millions of dollars to the current process. Many members of the public, including private property owners of Little Cumberland Island and Cumberland Island, care enough about the National Seashore and our coastal environment to never support the potential for commercial rocket-associated catastrophic environmental degradation; that was communicated early on (2015) to the applicant in meetings with Mr.'s Steve Howard and Jimmy Starline and would have been easy to determine at any other time since.

In my humble opinion, the current commercial spaceport licensing protocol has become one of

I0108

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'placing the cart before the horse'. The FAA would do well, in my humble opinion, to reconsider their current model for instigating EIS proceedings, prior to application of a launch site license, and prior to careful determination of the realistic chances that a rocket really would ever fly from Spaceport Camden. Without basic assurances of site viability, Spaceport Camden could become another expensive, licensed "spaceport to nowhere"...if and when that happens no one involved with this process will be considered a 'winner'.

I0109

From: Amanda Dopson [REDACTED]
Sent: Wednesday, June 13, 2018 4:57 PM
To: FAACamdenSpaceportEIS; stacey.zee@faa.gov
Subject: EXTERNAL: ATD dEIS comments.pdf
Attachments: ATD dEIS comments.pdf

My Spaceport Camden dEIS comments are attached.

Mandy Dopson
[REDACTED]

Sent from my iPad

I0109

June 12, 2018

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

Amanda Dopson



Re: comments to Draft Environmental Impact Statement for Spaceport Camden
Via email to: FAACamdenSpaceportEIS@Leidos.com

Dear Ms. Zee:

Ownership of salt marshlands in the state of Georgia is presumed to be in the name of the State unless the tidelands in question were part of a Crown Grant or State Grant. Please explain the basis of the FAA's assertion in the dEIS that Union Carbide and Bayer are the "owners" of thousands of acres of salt marshlands. The explanation of how the marsh is owned by anyone other than the State is an omission in the dEIS.

"Tidal water bottoms and marshlands of coastal Georgia are public trust lands managed by the State, except for such lands where a validated Crown Grant or State Grant exists."

—Jill Andrews

Chief, Coastal Management Section for Georgia Department of Natural Resources

PA-08

Please explain how the marshland, that is most likely owned by the State of Georgia, can be used in any capacity by Spaceport Camden.

Please see pages 13 and 64 of the dEIS, where the marshland is referenced as a buffer, "The remainder of the property, much of which is marshland, would be used as a buffer."

Sincerely,
/s/ Amanda T. Dopson
Amanda T. Dopson

I0110

From: William Dopson [REDACTED]
Sent: Wednesday, June 13, 2018 5:07 PM
To: FAACamdenSpaceportEIS; stacey.zee@faa.gov
Subject: EXTERNAL: Spaceport Camden Comments to dEIS
Attachments: DEIS Dopson Forestry Comments 2018.pdf

Ms. Zee,
My comments are attached for the Spaceport Camden dEIS.

Thank you,
William

C. William Dopson, Jr., R.F.
[REDACTED]

I0110

DOPSON FORESTRY SERVICES

P.O. BOX 334 210 S. SECOND AVENUE
McRAE, GEORGIA 31055

C. WILLIAM DOPSON, JR., R.F.
CONSULTING FORESTER

June 12, 2018

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

Re: comments to Draft Environmental Impact Statement for Spaceport Camden
Via email to: FAACamdenSpaceportEIS@Leidos.com

Dear Ms. Zee:

I have been a consulting forester in southern Georgia for over 30 years and am thoroughly familiar with forest fuels of southeast Georgia including Cumberland Island and Little Cumberland Island. The blatant omission from the dEIS of any discussion of wildfires ignited on private or public property as a result of rocket launches or rocket failures at Spaceport Camden was certainly a disappointment to me. Millions of dollars of damage to commercial timberlands and noncommercial timberlands alone could result in such offsite fires not to mention the many problems caused by smoke from such fires.

More than any other state in the nation, Georgia's commercial timberland annually contributes over \$28.9 billion to the state's economy. Southeast Georgia, which includes Camden County, is considered by many to be the "woodbasket" of the state. However, the forest fuels of southeastern Georgia are some of the most flammable forest fuels in eastern North America. This area includes mainland Camden County, Cumberland Island and Little Cumberland Island as well as a number of other counties in southeastern Georgia. The highly combustible forest fuels ignite easily, burn with intense heat and spread rapidly. As a result, wildfires in this area can burn thousands of acres before being brought under control. The Georgia Forestry Commission (GFC), the agency responsible for most forest fire suppression in Georgia, has one of the best records in the U.S. for suppressing forest fires. However, even the efforts of the GFC in suppressing wildfire can be overcome by adverse forest fuel and weather conditions. In addition, Cumberland Island has very limited fire suppression resources and Little Cumberland Island has virtually no fire suppression resources.

For example, the Georgia Bay Complex Fire of 2007 burned 441,706 acres in Georgia counties neighboring Camden County and 122,745 acres in northern Florida for a total of 564,450 acres of commercial timberland during a time period of 2 months. Tens of millions of dollars were spent by the Georgia Forestry Commission and other government and private entities in bringing the fire under control. The estimated value of the timber that was lost exceeded \$54,000,000. Reforestation costs were estimated to exceed \$26,000,000. Untold numbers of people with allergies, asthma and other breathing disorders were affected by the smoke from the fire. Visibility as a result of the smoke from the fire was less than a quarter of mile as far south as central Florida. Closures of portions of Interstate Highway 75 and Interstate Highway 10 were required. At times, spot fires were occurring as much as two miles in

I0110

advance of the main fire. During the two months required to bring the fire under control, hundreds of pieces of heavy ground firefighting equipment, fire engines, helicopters and air tankers were brought in to support the effort. Over 3,000 firefighters and other personnel worked at different times to battle the blaze.

Many smaller but intense forest fires have occurred in Camden County and adjoining counties. Just last year (2017) the West Mims Fire burned approximately 152,515 acres in neighboring counties. Statistics on that fire have yet to be finalized.

The U.S. Forest Service has developed a system that allows fire managers and others to estimate the current day's forest fire danger level as well as the following day's forest fire danger level for any given area. This system is known as the National Fire Danger Rating System. The Georgia Forestry Commission utilizes this system to advise foresters, fire suppression personnel and the general public of wildfire potential for every location in Georgia for every day of the year. The Fire Danger Levels used are: Low, Moderate, High, Very High and Extreme.

According to information in the dEIS, rockets are to be launched from an area of highly combustible forest fuel on the mainland and then travel over other areas of highly combustible forest fuels on Cumberland and/or Little Cumberland Islands before reaching the Atlantic Ocean. The opportunity for launches to ignite wildfires on the mainland and on Cumberland Island and Little Cumberland Islands is significant. Wildfires on public or private property caused by hot falling debris from overhead rockets or from catastrophic failure of rockets is unacceptable. The FAA and launch operators must guard against such events at all costs.

Please address the following concerns that were omitted from the draft Environmental Impact Statement:

1. To avoid the risk of hot falling debris from rockets igniting wildfires on Cumberland Island, on Little Cumberland Island and on commercial timberland near the launch site, please explain how the FAA will use the National Fire Danger Rating System in approving the days for launches from Spaceport Camden. PA-49
2. If the FAA plans to approve launch days when the Fire Danger Rating is High, Very High or Extreme, please explain the rationale for such approvals. MT-07
3. Please explain what the FAA will require the launch operator to do to help prevent wildfires from being ignited by hot debris falling from rockets on the mainland near the launch site, on Cumberland Island and on Little Cumberland Island. PA-50
4. Please explain what will be required of the launch operators to suppress any wildfires caused by rocket launches approved by the FAA. PA-28
5. This concern is unprecedented as there is no other spaceport on the U.S. Eastern Seaboard that puts commercial timberland at risk. For FAA approved launches, please explain who will be responsible for the wildfire suppression costs and for the costs of damage to commercial timber done by wildfires ignited by hot falling debris from rockets and by wildfire ignited at the launch site and not contained within the launch site property. PA-28
6. Please explain who will be responsible for medical costs incurred by innocent citizens who must seek medical help because of smoke from wildfires caused by launches from Spaceport Camden. NP-50
7. Please explain whether or not the "Wildland Fire Management and Burn Plan" mentioned in the dEIS will be made public or kept secret like some other reports and documents associated with Spaceport Camden.
8. Please explain whether or not there will be an opportunity for public comment on the "Wildland Fire Management and Burn Plan," if indeed it is made public.

I0110

9. Please explain what wildland firefighting tools/equipment and the number of certified wildland firefighters that the FAA will require each launch operator to have on hand at the launch site and on Cumberland Island and on Little Cumberland Island during each launch.

PA-50

Sincerely,

/s/ C. William Dopson, Jr.

C. William Dopson, Jr.
Georgia Registered Forester # [REDACTED]

I0111

From: [REDACTED]
Sent: Wednesday, June 13, 2018 7:43 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Spaceport Camden Support Letter
Attachments: Shawn Boatright Spaceport Camden Support Letter.pdf

Dear Ms. Zee,

Please see the attached support letter for Spaceport Camden.

Sincerely,

--
Shawn Boatright

I0111

June 12, 2018

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

Dear Ms. Zee:

I write this letter to show and inform my support for the proposed Spaceport Camden. The Draft Environmental Impact Statement has been a tremendous undertaking for Camden County and your staff. Thank you to you and your team for your thorough review of all potential environmental impacts at the proposed launch site.

Spaceport Camden has an opportunity to increase the economy within Camden County, Georgia and the Southeastern Region of the United States. As the space industry continues to grow, Camden is taking the initiative in seeking to provide a state of the art vertical launch facility. This is vital in re-staking the high ground for the United States to become the world's leading launch provider.

With a thriving Nuclear Submarine Base, Kings Bay, construction of the new Coastal Pines Technical College and the close proximity of major aerospace manufacturers, Spaceport Camden is the most poised location for market support. You will find that the majority of all citizens within Camden County and surrounding areas are in support of this project and look forward to having their children and grandchildren become part of this growing industry.

As I am sure you are aware, Georgia is very rich in Aerospace Manufacturing and Maintenance. Georgia also has one of the world's greatest aerospace engineering schools at the Georgia Technical Institute; who has also graduated 14 astronauts. Georgia has also been ranked as the number one State to do business in for five years in a row! As NASA declared so many years ago, we hope to make this true in making Camden County the 'Gateway to Space'.

Again, thank you for everything you and your team has done so far and continue to do. I look forward to seeing the Final EIS from the FAA.

Sincerely,

Shawn Boatright

I0112

From: Jessie Kanes [REDACTED]
Sent: Wednesday, June 13, 2018 8:54 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comment on Draft Environmental Impact Statement

Dear Ms. Zee,

The draft EIS for the proposed commercial spaceport in Camden County, Georgia, does not adequately address potential impacts to public safety and the environment. The hazard area and its proximity to the landfill puts the estuary and saltmarsh ecosystems at risk for contamination by toxic chemicals. Launch failures and rocket explosions will impact local communities including private property owners and visitors to the coast. Risks from operations of the spaceport will impact Cumberland Island National Seashore, Jekyll Island State Park, Little Cumberland Island, and surrounding areas. Negative impacts to Georgia's commercial and recreational fishing, tourism industry, and valuable historic places should be given much more consideration in the EIS. The estuaries near the proposed launch site are home to threatened and endangered species, which would face devastating impacts from the proposed spaceport. I was born and raised in Georgia and grew up visiting Cumberland Island. My hope is that future generations can enjoy it as well.

Thank you for your consideration.

Sincerely,
J. Kanes

I0113

From: Deborah CASSADY [REDACTED]
Sent: Wednesday, June 13, 2018 9:05 PM
To: FAACamdenSpaceportEIS
Cc: Deborah Cassady
Subject: EXTERNAL: Comments on Draft Environmental Impact Study for proposed commercial in Camden County

To the FAA concerning the Camden Spaceport draft EIS.

Considering the location of this proposed commercial spaceport close to the Naval Submarine Base Kings Bay, the Cumberland National Seashore, environmentally sensitive marshes and fisheries, there are issues that need more explication.

The dEIS recognizes that rocket launch failures occur between 2.5 to 6 percent of launches. More specific planning is needed for such catastrophic events and the destruction and fire they could cause to Cumberland Island National Seashore and Little Cumberland Island. Likewise, planning needs to be more fully developed for malfunction upon re-landing of rocket parts or the rockets themselves.

Analysis is needed of possible negative impact on local commercial ocean-based economic activities (fishing, shrimping, crabbing) caused by possible repeated hazard area closures.

There must be full EIS disclosure of existing environmental contamination of the Bayer Crop Science property with possible mediation if the Bayer Crop Science property is considered part of the proposed spaceport.

The mission readiness of the Naval Submarine Base Kings Bay is "24/7/365". The dEIS does not discuss/ evaluate potential negative impact of repeated offshore closures, rocket launch and landing activities on that readiness expectation.

Respectfully submitted,
Deborah Cassady

[] SA-03
[] SA-02
[] SA-11
[] SA-12

[] SO-21

[] HW-07

[] LU-06
[] NP-04

I0114

From: Dick Parker [REDACTED] >
Sent: Wednesday, June 13, 2018 10:00 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Spaceport Camden draft EIS comments

June 13, 2018

Richard L. Parker

Alexandria P. Parker

[REDACTED]
[REDACTED]

Ms. Stacey Zee, Environmental Specialist

Federal Aviation Administration

c/o Leidos

2109 Air Park Road SE, Suite 200

Albuquerque, New Mexico 87106

Transmitted via email to: FAACamdenSpaceportEIS@Leidos.com

re: Comments on the Spaceport Camden Draft Environmental Impact Statement

Dear Ms. Zee:

The Draft Environmental Impact Statement (DEIS) does not assess the safety or environmental impact of a catastrophic failure. This is a serious omission, because there are more than 2,000 acres of private property and some sixty private homes between four and seven miles downrange from the proposed launch site.

I0114

Cumberland and Little Cumberland islands are populated areas that at times have a combined population of several hundred people.

The FAA has never approved a vertical orbital launch facility with a downrange population in such close proximity.

The dEIS states that “authorized persons,” including homeowners, campers, visitors, and NPS staff, will be allowed to remain in the launch zone at the time of the launch. However, these people are, by FAA definition, members of the uninvolved public, and their presence in the launch zone runs counter to FAA safety regulations. This issue must be resolved and clarified.

SA-08
SA-09

The dEIS states: “There are no full time residents of Little Cumberland Island, by their homeowners association charter (Page 3-67, line 27-28).” This is an incorrect statement. At least two homes are primary residences, and there are no such restrictions in the association’s charter.

LU-01

Little Cumberland and Cumberland Islands are populated every day, all day.

A catastrophic failure over the islands would likely start **fires** in multiple locations. People on the islands, in their homes or in the open, would be endangered by fires, which would spread quickly in the palmetto understory and through pine trees that have been killed in recent years by beetles and hurricanes. The fire danger is always high on the islands. There is very limited firefighting equipment and no professional firefighters on the islands, which do not have a bridge for access. Multiple fires started by a catastrophic failure could literally burn the entire Little Cumberland Island and cause multiple casualties. The impact of an explosion over the islands must be studied and reported in the dEIS.

SA-12

A catastrophic failure over the islands would likely release **hazardous materials**. People on the islands, in their homes or in the open, would be exposed to these materials and a potential toxic plume that would drift directly over them. The impact of hazardous materials in the event of an explosion over the islands must be studied and reported in the dEIS.

HW-19

The FAA Commercial Space Mission Statement begins with the words: “The mission of the Office of Commercial Space Transportation is to ensure protection of the public, property, and the national security . . .” This dEIS does not begin to ensure the protection of the public.

I0114

There will, of course, be a separate safety analysis of the proposed project, but the safety portion of the draft EIS must consider the human and environmental impacts of a catastrophic failure.

NP-38

Thank you,

Richard L. Parker
Alexandria P. Parker

I0115

From: Chris Lish [REDACTED]
Sent: Wednesday, June 13, 2018 10:25 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Protect Cumberland Island's Water, Wilderness, Wildlife, and Visitors. Deny the permit for the Camden County Spaceport. -- Spaceport Camden Environmental Impact Statement

Wednesday, June 13, 2018

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

Subject: Protect Cumberland Island's Water, Wilderness, Wildlife, and Visitors. Deny the permit for the Camden County Spaceport. -- Spaceport Camden Environmental Impact Statement

Dear FAA Space Transportation Development Division Manager Daniel Murray,

I ask that the Federal Aviation Administration (FAA) choose the no action alternative in the Draft Environmental Impact Statement (DEIS) for the Camden County Spaceport, denying the applicant's permit for the proposed site. This spaceport would not only jeopardize the peace and solitude of Cumberland Island's wilderness, but could also threaten some of the richest wildlife habitat found along the Atlantic Coast. Do not issue a Launch Site Operators License to Camden County, Georgia for this proposed location.

"Our duty to the whole, including to the unborn generations, bids us to restrain an unprincipled present-day minority from wasting the heritage of these unborn generations. The movement for the conservation of wildlife and the larger movement for the conservation of all our natural resources are essentially democratic in spirit, purpose and method."

-- Theodore Roosevelt

I am very concerned about the proximity of the proposed Camden County Spaceport to Cumberland Island National Seashore and the many ways that the Spaceport would negatively impact the Cumberland Island Wilderness. Launching rockets over the island is risky and disruptive. Flaming debris and fuel from exploding rockets could fall on to the national seashore, and spaceport operators may need to evacuate the park for launches and testing.

"If future generations are to remember us with gratitude rather than contempt, we must leave them with more than the miracles of technology. We must leave them with a glimpse of the world as it was in the beginning, not just after we got through with it."

-- President Lyndon B. Johnson, upon signing the Wilderness Act, 1964

I0115

Congress designated the Cumberland Island Wilderness under the 1964 Wilderness Act, 16 U.S.C. 1131–1136, in order to protect its wilderness character. The Spaceport would dramatically degrade Cumberland's wilderness character through the intrusion, noise, trash, and other impacts it would have. The launches would shatter the area's natural sounds, stress native wildlife including threatened and endangered species, create major safety concerns from rocket fuel and ignited debris falling from exploding rockets, and could force the Park Service to close and evacuate the Wilderness and National Seashore multiple times per year. The DEIS fails to adequately address and analyze the threats to the Cumberland Island Wilderness and its wilderness character. The DEIS, in fact, barely even mentions the Congressionally-designated Wilderness on Cumberland Island.

WL-04

"If we've learned any lessons during the past few decades, perhaps the most important is that preservation of our environment is not a partisan challenge; it's common sense. Our physical health, our social happiness, and our economic well-being will be sustained only by all of us working in partnership as thoughtful, effective stewards of our natural resources."

-- Ronald Reagan

Construction of the spaceport facility, the storage of rocket fuel, lighting, vehicular use of the beach to secure launch and landing perimeters, and the disturbance of an area subject to hazardous waste and munitions are among the other factors that contribute to my concern.

"Every man who appreciates the majesty and beauty of the wilderness and of wild life, should strike hands with the farsighted men who wish to preserve our material resources, in the effort to keep our forests and our game beasts, game-birds, and game-fish—indeed, all the living creatures of prairie and woodland and seashore—from wanton destruction. Above all, we should realize that the effort toward this end is essentially a democratic movement."

-- Theodore Roosevelt

Flights from this location pose a threat to wildlife, visitors, and the unique wilderness experience at Cumberland Island. The facility threatens the health of the marsh and river, and subsequently, the fish nurseries, oyster beds and rookeries that depend on them. The FAA should reject the Spaceport Camden proposal, and it should be withdrawn from consideration.

"A thing is right when it tends to preserve the integrity, stability, and beauty of the biotic community. It is wrong when it tends otherwise."

-- Aldo Leopold

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Thank you for your consideration of my comments. Please do NOT add my name to your mailing list. I will learn about future developments on this issue from other sources.

Sincerely,
Christopher Lish

I0116

From: Jay Sheppard [REDACTED]
Sent: Thursday, June 14, 2018 6:40 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Camden Spaceport vs Cumberland

The site for this spaceport and it's proposed flight path for it's rockets is in no way the best thing for our county or the people living on Cumberland Island. The beauty and well perserved splendor of CI should never be compromised for the sake of potential earnings by a few. The whole world can enjoy CI and to sacrifice that rarity of an island is not in the best interest of anyone. This spaceport will only weaken the natural grace of coastal Georgia, Camden County, and of course Cumberland Island. What's next Sapelo Island? If this is allowed to happen, everything and everyone is in jeopardy.

10117

From: Julie Scott
Sent: Thursday, June 14, 2018 7:44 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Rocket Lauch Pad

Hello,

I am very concerned about the impact on wildlife, ecology and tourism on both Cumberland and Little Cumberland Island by the proposed rocket launch site.

Please consider the long term impacts and quality-of-life sacrifices that this proposed site could cause. That area of our coastline is a very rare and special place and this citizen of Georgia will be appalled if we as a state choose not to preserve and protect it. NP-16

Sincerely,
Julie Scott


I0118

From: Phillip Scott <[REDACTED]>
Sent: Thursday, June 14, 2018 7:49 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Rocket Lauch Pad

>
> Hello,
>
> I am very concerned about the impact on wildlife, ecology and tourism on both Cumberland and Little Cumberland Island by the proposed rocket launch site.
>
> Please consider the long term impacts and quality-of-life sacrifices that this proposed site could cause. That area of [REDACTED] NP-16
our
coastline is a very rare and special place and this citizen of Georgia will be appalled if we as a state choose not to
preserve and protect it.
>
> Sincerely,
Phillip Scott
> [REDACTED]

I0119

From: [REDACTED]
Sent: Thursday, June 14, 2018 8:24 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Message from www.faa.gov: faacamdenspaceporteis@leidos.com

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I am against the development of a rocket launch site in Camden County, GA. The rocket launch facility would present a clear danger to the residents and to the environment. Cumberland Island is a beautiful treasure that should not be compromised.

Please deny the request to build and operate a rocket launch site in Camden County, Georgia.

Sincerely,
Barbara Speer

I0120

From: Stacey.Zee@faa.gov
Sent: Thursday, June 14, 2018 10:48 AM
To: [REDACTED]
Cc: FAACamdenSpaceportEIS
Subject: RE: Draft EIS Comments - Terri Keller

Hi Terri –

Thank you for the comment. I'm copying the DEIS comment inbox as well.

Thanks again!

From: [REDACTED]
Sent: Thursday, June 14, 2018 11:27 AM
To: Zee, Stacey (FAA) <Stacey.Zee@faa.gov>
Subject: Draft EIS Comments - Terri Keller

Stacey, how are you? Hope all is going well with you and yours.

I just want to make sure to get my "two cents" in before the deadline. Is it enough that I send the letter below my signature to you, or do I need to submit it somewhere else, formally?

Thanks in advance for your help!

Terri

Have you ever heard of "Two-Minute Mysteries?" Well, I have one for you. The title is "OVERKILL, or Why Does the FAA Keep Pushing Spaceports That America Doesn't Need?"

The FAA's Department of Commercial Space Transportation, which I will refer to as "the FAA" for short, is supposed to be an objective third party when it comes to spaceports. But when you read the draft Environmental Impact Statement, you can plainly see that not only is the FAA not objective, but they are willing to throw all caution to the wind, where citizen safety and financial security are concerned. In New Mexico, Texas, Oklahoma, and elsewhere, there are foundering spaceports that never should have been built, and they were all orchestrated by the FAA. And did you know that every non-NASA sponsored spaceport has been a dismal failure? There is no reason whatsoever to believe this one would be any different, and, in fact, every reason to believe it will be much, much worse.

According to Richard Thornburg - a retired NASA engineer, whom I met at Kennedy Space Center, and who has worked on projects from Apollo to the shuttles - the planned spaceport here is, quote, "not feasible." He plainly stated that rockets could go astray and fly into the city of St. Marys, or crash onto I-95, and was plainly shocked that rockets would be launched over occupied private property. What if, he asked, at any time, the self-destruct sequence has to be activated? He

I0120

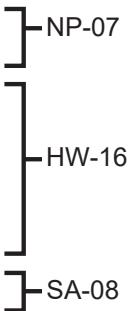
says those who have stated that they back this project, like Newt Gingrich, need to do some more homework.

Mr. Thornburg said that, contrary to what some have claimed, there are plenty of launchpads on the east coast already, including those at Kennedy Space Center and Wallops Island, Virginia. This NASA engineer said it didn't make sense to build another spaceport on the east coast. Did the FAA consult with NASA experts before embarking on this project? We'd like to know their names, if so, so we can contact them.

Another mystery is that the draft EIS doesn't mention that the Camden Spaceport launchpad would be on a toxic waste dump, which is over the Floridan Aquifer, the source of our drinking water! Why would the FAA leave that out of the EIS? Was it just too inconvenient for their plans to mention that rocket vibrations could cause the toxins to migrate, possibly poisoning Camden citizens?

Equally mysterious is why the FAA would name residents of Cumberland Island and others "authorized persons." Do the laws of physics not apply to these people? Have they been specially trained? Are their houses made of impervious materials that will not burn or explode when they come in contact with fiery debris? No, it's just that all common sense and science are being thrown out the window, including making the hazard zones ridiculously small, because the FAA is willing to put our lives at risk, and here's the kicker, in order to make it seem like more progress is being made in the area of commercial space transportation than is actually the case.

I hate to use the "f" word, but there is a lot of **fraud** in the modern space industry, in areas such as rocket landings, satellites, and space planes, among others. We are not going to sit idly by while professionals in the industry lie to our people, especially our children, about jobs that will never materialize, when they know better. In response, we are going to make Camden County **GROUND ZERO** for actively exposing the rampant fraud in today's space industry. Do you really believe that they launched a Tesla into space? If you do, I have a bridge to sell you. But let's just hope that our county commissioners, who I still believe want the best for us, don't buy the bridge the FAA is trying to sell. We will reveal all the details in the coming weeks about why giving up Cumberland Island to have a spaceport would be the worst investment this county ever made. We will not be just another victim of this scam of monumental proportions. Stopping this project is going to be one BIG STEP for Camden County, and one giant leap toward the explosive, not to mention scandalous, truth, about the big business of space.



Final Environmental Impact Statement
Spaceport Camden

I0121

FORTSON, BENTLEY AND GRIFFIN, P.A.

ELBERT N. WHITMIRE, III, C.P.A.

G. MARCUS HODGE (GA & SC)

DAVID K. LINDER

ROY E. MANOLL, III

WALTER W. HAYS, JR.

MICHAEL J. McCLEARY

V. KEVIN LANG

TREVOR T. JONES (GA & AL)

BRICKER S. DAUGHERTY (GA & AL)

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UPSHAW C. BENTLEY, JR.

(1924 - 2013)

EDWIN B. FORTSON

(1913-2007)

JOHN E. GRIFFIN

(1923-2002)

HERBERT T. HUTTO

(1933-1998)

OF COUNSEL

JODY JENKINS CORRY

June 14, 2018

VIA U.S. MAIL AND EMAIL

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

RE: Draft Environmental Impact Statement for Spaceport Camden

Ms. Zee:

The Federal Aviation Administration ("FAA") will soon be faced with some very difficult decisions concerning the proposed commercial spaceport in Camden County, Georgia. It is my hope and the hope of thousands of others who value Georgia's coastal environment that the FAA will recognize that the proposed action described in the Draft Environmental Impact Statement ("DEIS") presents unacceptable risks to both the environment and nearby residential communities. The proposed action will involve launching rockets over the Cumberland Island National Seashore, a National Park that is visited by over 60,000 people annually, as well as private residences on both Cumberland Island and Little Cumberland Island. This overflight presents a myriad of both safety and environmental issues that the FAA is not accustomed to evaluating. This is evident from the DEIS, which fails to address very obvious and foreseeable impacts that the proposed action will have on this unique coastal environment.

The FAA will be receiving thousands of comments to the DEIS from individuals who have expertise in evaluating the impacts the proposed action will have on our coastal environment. I have focused my comments to areas in which I have some relevant knowledge. Our family owns and frequently uses a small cottage on Little Cumberland Island, so I have followed this process very closely and learned a great deal along the way. I offer the following comments to the DEIS that should be addressed by the FAA:

00569037.1/011670-000004

I0121

FORTSON, BENTLEY AND GRIFFIN
A PROFESSIONAL ASSOCIATION

Global Comment:

The Little Cumberland Island Homes Association, Inc. and its shareholders own the entirety of Little Cumberland Island in fee simple. Every proposed trajectory shown in the DEIS impacts Little Cumberland Island and its private property owners. Little Cumberland Island is a residential community that is focused on conserving Little Cumberland Island in as natural a state possible. The Little Cumberland Homes Association, Inc. predates the creation of the Cumberland Island National Seashore. The United States Department of Interior decided to include Little Cumberland Island within the boundaries of the Cumberland Island National Seashore after determining that the Association's mission and associated covenants were consistent with the remainder of the National Seashore.

It is unbelievable to consider that neither the FAA nor Leidos engaged with the Little Cumberland Island Homes Association, Inc. or the private property owners on Little Cumberland Island in connection with the preparation of the DEIS. There was absolutely no effort made to understand the residential community on Little Cumberland Island or its vulnerability to the proposed action. The DEIS should include an entire new Chapter that analyzes the risks the proposed action presents to the Little Cumberland Island community. Camden County should be required to address how it intends to clear any FAA mandated land hazard areas or overflight exclusion zones on Little Cumberland Island. The DEIS should analyze the impact of a fire or multiple fires on Little Cumberland Island caused by either an exploding rocket or parts of rockets falling on the Island. Little Cumberland Island is particularly vulnerable to fire, and a fire could destroy the residential dwellings on the Island, irreparably damage the environment, kill scores of mammals, birds, reptiles, amphibians and insects that inhabit the Island and cause human casualties. The DEIS is currently devoid of any analysis of these very foreseeable impacts on Little Cumberland Island and its community of private property owners.

NP-21
NP-51
PA-33
NP-38

Global Comment:

All references to property owners on Cumberland Island and Little Cumberland Island being "authorized persons" that are allowed to remain on properties down range from the launch site should be deleted from the DEIS, as this designation is not contemplated by or consistent with FAA regulations. This flawed designation was intended to side step the obvious conflict between the FAA's regulations on launch safety and the private property rights of down range property owners. The FAA should require Camden County to demonstrate how it intends to clear and close the FAA mandated hazard areas on Cumberland Island and Little Cumberland Island.

SA-08
SA-09

The FAA should also try and determine how the concept of "authorized persons" being allowed to remain within hazard areas during rocket launches made its way into the DEIS. The FAA has clarified that this concept was not endorsed by the FAA, and the term "authorized persons" has no particular meaning under the FAA's regulations governing commercial rocket launches. The fact that Camden County and Leidos attempted to label owners of private residences and campers as "authorized persons" that could remain in hazard areas should be of great concern to the FAA.

PA-33

SA-08

I0121

FORTSON, BENTLEY AND GRIFFIN
A PROFESSIONAL ASSOCIATION

Global Comment:

The Overflight Exclusion Zone for all classes of rockets that may be launched from the proposed spaceport (small to medium-large) include all or portions of Little Cumberland Island and Cumberland Island. The Overflight Exclusion Zones for these classes of rockets can be easily drawn from Appendix A to Part 420. The Overflight Exclusion Zone must be clear of all public (which is defined in Part 420 to include both people and property). Camden County has indicated that it intends to avoid this issue by applying for its operator's license under an alternative method. In order for the FAA to accept an alternative method, the applicant must clearly demonstrate that the alternate method ensures an equivalent level of safety as the FAA's own regulations. The FAA's own regulations do not permit any rockets to be launched from the proposed spaceport due to the fact that there are both people and property within the Overflight Exclusion Zone. The FAA's acceptance of any alternate method that allows rockets to be launched over Little Cumberland Island or Cumberland Island is inconsistent with Part 420 and will be challenged since it is not possible for such alternate method to ensure an equivalent level of safety as the FAA's own regulations.

LC-04

Section 2.1.2.5 Page 2-28 through 2-30

The DEIS uses terms such a "hazard area", "trajectory hazard area" and "closure area" without providing any clear explanation of how these terms relate to the FAA's regulations on launch safety (particularly Parts 417 and 420 of the FAA's regulations). The DEIS includes diagrams that depict a "trajectory hazard area" shaded in yellow. The same diagrams include red dashed lines that delineate "closure areas". Most of Little Cumberland Island is included in the both the trajectory hazard areas and the closure areas. The DEIS must include an explanation as to how Camden County or a commercial space company intends to remove the public from these areas. All of Little Cumberland Island is privately owned in fee simple by the Little Cumberland Island Homes Association, Inc. and its shareholders. Camden County does not have the legal right to compel either the Little Cumberland Island Homes Association, Inc. or owners of the one hundred (100) residential lots on Little Cumberland Island to either evacuate or stay away from their properties. The General Assembly of the State of Georgia passed a statute in 2016 that prohibits either the State of Georgia or a local government from taking private property in furtherance of an economic development project. The stated purpose of the proposed action in the DEIS is economic development.

PA-33

As indicated above, Camden County's and/or Leidos' attempt to sidestep this issue by designating private property owners on Little Cumberland Island as "authorized persons" that will be able to remain within the hazard areas and closure areas during rocket launches is nonsense. The FAA's willingness to allow Camden County to play fast and loose with an issue so critical to public safety is alarming. It is not acceptable for the FAA to simply claim that this is a safety issue that will be vetted and examined at the appropriate stage in the licensing process. The FAA has approved and released a DEIS that clearly indicates that hundreds of residents of a down range residential community are expendable and can be subjected to the obvious risks of remaining directly under a rocket as it ascends over Little Cumberland Island. The DEIS must be revised to include an

SA-08

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FORTSON, BENTLEY AND GRIFFIN
A PROFESSIONAL ASSOCIATION

appropriate analysis of these important issues. The FAA must make Camden County demonstrate how it will clear the hazard areas and closure areas of the public.

Section 2.1.2.8. Page 2-34

The DEIS indicates that failures in flight may result in rockets exploding or being terminated by the flight termination system. The DEIS indicates that the flight termination system is designed to ensure that debris from the destruction of the vehicle would land within the FAA approved trajectory specific hazard areas. The DEIS should analyze the impact of all or substantial portions of Cumberland Island and Little Cumberland Island being within such hazard areas.

The FAA should require the County to demonstrate that it has the ability to cause the hazard areas on Cumberland Island and Little Cumberland Island to be clear of the public. The FAA should consider that Georgia law does not allow Camden County to compel property owners to either leave or stay away from their properties in order to clear any FAA mandated hazard area. Georgia law prohibit this type of partial taking of private property rights in furtherance of a commercial interest.

Section 3.9.3 Page 3-65

The DEIS states that there are no full time residents on Little Cumberland Island. This is not accurate, as there are several individuals and families who reside on Little Cumberland Island on a full-time basis. This should be corrected in the DEIS. In addition, the DEIS should expressly state that the Little Cumberland Island Homes Association, Inc. and each of the owners of the 100 residential lots on Little Cumberland Island have the legal right to use and enjoy their properties at any time, three hundred sixty-five days a year.

Section 3.9.3 Page 3-65

The DEIS states that the "charter" of Little Cumberland Island Homes Association, Inc. prohibits full time residency. This is not accurate. Neither the Articles of Incorporation of the Little Cumberland Island Homes Association, Inc. or any other document relevant to the Association contains such a restriction. As noted above, there are several current full time residents on Little Cumberland Island and any private property owner may take-up full-time residency at any time should they so elect. The DEIS should be revised to delete this inaccurate statement. The DEIS should also be revised to state that each private property owner on Little Cumberland Island has the right to use and enjoy their properties at any time, three hundred sixty-five days a year.

Section 3.12.1 Page 3-86

The DEIS indicates that fire and rescue response times for Cumberland Island and Little Cumberland Island can vary between two to four hours. The FAA should require Camden County to provide a study or analysis of the impact of a two to four hour delay in responding to a wildfire on Little Cumberland Island that is caused by either a hot part falling from a rocket or a rocket failure. Little Cumberland Island is particularly vulnerable to fire, and a two to four hour delay in

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PA-33

NP-38

PA-33

LU-01

LU-01

SA-02

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combatting a single or multiple origination point fire would likely result in catastrophic consequences.

Chapter 4 Pages 4-1 through 4-128

Chapter 4 of the DEIS does not properly analyze the impact of launch and landing failures on the ROI. The DEIS should be revised to include a separate section that analyzes launch and landing failures in each resource category in Chapter 4. The DEIS indicates that the failure rates for commercial rockets range from 2.5% - 6%. Assuming 12 launches per year, that means that there may be as many as 1.4 failures every 2 years of operation. It is also worth noting that failure rates for new rockets is much greater than 2.5% - 6%, and the DEIS should be revised to indicate as much. It can't be assumed in the DEIS that only seasoned commercial rockets with failure rates of 2.5% - 6% will be launched from the proposed spaceport. The DEIS is almost entirely dismissive of the impacts of launch failures on the ROI. Failure to include thorough and proper analysis of the impact of launch failures on the ROI will result in the decision maker and the public being misinformed as the foreseeable consequences of the proposed action. This is a critically important omission in the DEIS.

SA-03
SA-12
NP-38

Section 4.2.1.1 Page 4-20

The DEIS indicates that the FAA determined that the proposed action will have "no effect" on loggerhead sea turtle habitat. There is a multitude of scientific research indicating the impact of artificial light on both nesting loggerhead sea turtles and hatchlings emerging from nests. Little Cumberland Island Homes Association, Inc. has sponsored the longest running sea turtle research project in the world, dating back to the early 1960's. The lighting at the proposed spaceport will very likely serve to disorient both nesting loggerhead sea turtles and hatchlings by directing them away from the ocean and toward the interior of Little Cumberland Island. The DEIS should be revised to include an analysis of the potential impact on exterior lighting on nesting loggerhead sea turtles. The DEIS should also be revised to include an analysis of how a rocket explosion over Cumberland Island National Seashore will impact the habitat for loggerhead sea turtles. On Little Cumberland Island, we typically have between 50-120 loggerhead sea turtle nests each summer. The DEIS should analyze the impact of these nests being hit by debris from an exploding rocket or being subjected to the intense heat of a wild fire.

BR-15
BR-19

Section 4.2.1.1 Page 4-20

Section 4.2.1.1 does not contain any analysis of a launch failure or explosion over Little Cumberland Island. Such a launch failure would be catastrophic to both the natural environment of the Island, the birds, mammals, reptiles, amphibians, marine invertebrates and insects that inhabit the Island and the human population. Little Cumberland Island is particularly vulnerable to fire due to the nature of its vegetation, and a rocket failure over the Island would likely cause multiple fires in different locations on the Island. The Little Cumberland Island Homes Association, Inc. and its private owners do not have the resources to contain such fires, so the fires would have catastrophic consequences.

BR-15

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Section 4.7.1.1 Page 4-41

The DEIS indicates that hazardous waste would be generated during operations but that all hazardous waste would be consumed during "successful launches". The DEIS indicates failure rates of between 2.5% to 6% for launch vehicles of the type being considered by the DEIS. The DEIS must analyze the impact of hazardous waste to the ROI in the case of launch failures. Launch failures are foreseeable and anticipated, so the DEIS must analyze the impact of hazardous waste resulting from launch failures on the coastal environment surrounding the proposed spaceport. This includes the impact of hazardous materials that may be released at the site of the spaceport, the protected marshes surrounding the site, the tidal creeks around and down range from the site, the Satilla River, the Cumberland River, Cumberland Island, Little Cumberland Island and the Atlantic Ocean.

BR-15
HW-19
SA-12
WR-01

Section 4.7.1.1 Page 4-42

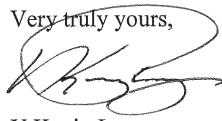
The DEIS provides that the specific recovery activities following accidents would be specified in the Launch Site Operator License, Spaceport Camden standard operating procedures and environment, safety and health documents. The DEIS should describe and analyze the foreseeable recovery activities and the impact these activities will have on the environment. For example, the DEIS should analyze impact of operating equipment necessary to remove rocket debris from the marshes, tidal creeks, rivers and barrier islands adjacent to and downrange from the launch site. The FAA should also require the applicant to explain how the operator intends to perform recovery activities on privately owned property on Cumberland Island and Little Cumberland Island.

PA-48

Each of these comments should be addressed in the DEIS. Based upon the countless omissions, lack of thorough analysis and intellectual dishonesty of the DEIS, it would seem prudent for the FAA to require Camden County and Leidos to re-draft the DEIS and provide the public with another opportunity to offer comments. Unlike other proposed spaceports that the FAA has evaluated, this spaceport presents unprecedented risk to a residential community and a National Park that is visited by over 60,000 visitors per year. The FAA should ensure that NEPA is followed to the letter due to these unique risks.

PI-06

With best regards, I am

Very truly yours,

V Kevin Lang

cc: Bill Sapp, Southern Environmental Law Center
April Lipscomb, Southern Environmental Law Center
Craig Pendergrast, Taylor English Duma LLP
Leah Knowlton, Taylor English Duma LLP

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I0122

From: Terry McKee [REDACTED]
Sent: Thursday, June 14, 2018 11:01 AM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Please leave nature alone. Not to many untouched places let.

Terry McKee

I0123

From: peggert@████████
Sent: Thursday, June 14, 2018 3:21 PM
To: FAACamdenSpaceportEIS
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

How was the US Army Corps of Engineers and/or the US Coast Guard coordinated with for discussing impacts to and closures of the Atlantic Intracoastal Waterway (AICWW)? What evaluations were conducted and what solutions were brought forth for closures and coordination?

NP-17

What methods or criteria were used by USFWS to concur with FAA that the Proposed Action "may affect, not likely to adversely affect" Gopher Tortoises and Eastern Indigo Snakes and other species?

BR-29

What was the decision process to allow the Endangered Species Act biological surveys be suspended until closer to construction? Did the USFWS use a regulatory or industrial standard for this decision? How does the USFWS ensure the same methods and levels of scrutiny are used throughout Section 7 consultations for licensing efforts and other NEPA coordination?

BR-05
BR-16
BR-17
BR-29

I0124

From: Sue Huff
Sent: Thursday, June 14, 2018 3:33 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Draft Spaceport Camden Environmental Impact Statement - Comments

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

Dear Ms. Zee:

This email is in response to the Draft Spaceport Camden Environmental Impact Statement (dEIS) dated March 2018 to provide comments regarding the proposed commercial rocket facility in Camden County, Georgia.

I am a taxpayer and property owner on Little Cumberland Island with an address of Parcel ID: 184056 located on South East Ridge Trail, Little Cumberland Island, GA. My property appears to be in the center of the Range of Trajectories of the proposed Spaceport Camden rocket launches (ES-5 and ES-6). I purchased our property in 2007 and with the intent to be full time residents of Little Cumberland Island.

Please find my comments below regarding the dEIS which requires a response:

1. I have no relationship to the Spaceport Camden project. Currently the dEIS states campers, residents, homeowners, NPS staff and visitors would be considered "authorized persons" (dEIS page 4-59, line 22-23). The EIS document must be corrected to properly identify me, my family and other property owners and guests on Little Cumberland Island as members of the public, not "authorized persons." SA-08
2. The EIS needs to describe the danger to my family, our property, residents, and other Little Cumberland Island property owners and guests for any rocket launch failures over Little Cumberland Island. In accordance with 14 CFR 417.107, a launch operator may initiate flight only if the risk to any individual member of the public does not exceed a casualty expectation of one in one million per launch for each hazard. The calculations of causality risk need to be shown for the risk to downrange public used in developing the launch corridors (Exhibits ES-5 and ES-6). This is important considering launch failures occur between 2.5% to 6% of launches (dEIS page 2-34, line 21), which puts Little Cumberland Island residents, property owners and guests at the center of the launch trajectory and in danger. SA-01
SA-03
LC-04
3. Explain in detail with documented representation, the danger and hazard zone configurations to Little Cumberland Island residents and property owners for landing first stage rocket parts from medium-heavy sized rockets returning directly over our property in different area from the pro-posed Spaceport site that was used to launch the rocket. Especially, considering we have the right to full and free use of our privately owned property. Any consideration of possible evacuation or limitation to access to private property would result in the "taking of private property for a commercial endeavor" which is prohibited by Georgia law. NP-44

I0124

4. Explain how Little Cumberland Island, historic properties such as the Little Cumberland Island Historic lighthouse, and all homes and other structures would be protected from toxic substances and fire caused by a rocket launch failures given that a medium-large lift-class launch vehicle would contain over 40,000 gallons of a special grade of kerosene known as RP-1 fuel (dEIS page 2-22), and given a fire response time of 2 to 4 hours (dEIS page 3-86, lines 15-19). SA-02
5. The dEIS needs to be corrected regarding full-time residents on Little Cumberland Island. Page 3-65 lines 27 and 28 states that there are no full-time residents on Little Cumberland Island by association charter. This statement is untrue which can be verified by the most recent Camden County property tax assessors and Sheriffs that visited Little Cumberland Island a few months ago. There are currently, and will continue to be full time residents on Little Cumberland Island. LU-05
6. Explain how on Little Cumberland Island our quality of life, private property, and historical sites such as the Little Cumberland Lighthouse would be protected from potential damage from routine launch noise and pressure waves, associated the sonic booms from rocket activity and landing rocket parts (dEIS page 4-51). NC-02
NC-10
7. Explain the financial impact on ocean-based commerce (fisheries, crabbing, oysters, and shrimping) and the negative impact on ocean-going commerce due to delays associated with hazard area closures (such as ships traveling to and from the Port of Brunswick). These financial impacts are not adequately determined. (dEIS page 4-90). SO-21

Thank you for your assistance in this matter. Please acknowledge receipt of my communication.

Regards,

Susan Lynn Huff

Property owner and taxpayer

Parcel ID: [REDACTED] - Located on [REDACTED]
Little Cumberland Island, GA

Contact information:

[REDACTED]

I0125

From: Joyce Murlless [REDACTED]
Sent: Thursday, June 14, 2018 4:00 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Comments on DEIS
Attachments: CommentDEIS.JBM.v1.docx

Miss Stacey Zee, Environmental Specialist
Federal Aviation Administration, c/o Leidos
2109 Air Park Road, SE, Suite 200
Albuquerque, New Mexico 87106

Joyce B. Murlless
[REDACTED]

Transmitted vi email to: FAACamdenSpaceportEIS@Leidos.com
Re: Comments on the Draft Environmental Impact Statement for Spaceport Camden

Dear Ms. Zee,

This first draft of the EIS for Spaceport Camden contains contradictions and omits or disregards crucial information and questions, and needs to be redone as a second (perhaps further) draft for further review by the public and interested parties. To base a significant decision on inaccurate, contradictory, and incomplete information would be a travesty.

Please see the attached documents, with apologies for the comments being a bit scattered -- this is a daunting task for a layperson, but one take seriously!

Joyce Murlless
[REDACTED]

I0125

Miss Stacey Zee, Environmental Specialist
Federal Aviation Administration, c/o Leidos
2109 Air Park Road, SE, Suite 200
Albuquerque, New Mexico 87106

Joyce B. Murlless
[REDACTED]

Transmitted vi email to: FAA CamdenSpaceportEIS@Leidos.com
Re: Comments on the Draft Environmental Impact Statement for Spaceport Camden

Dear Ms. Zee,

This first draft of the EIS for Spaceport Camden contains contradictions and omits or disregards crucial information and questions, and needs to be redone as a second (perhaps further) draft for further review by the public and interested parties. To base a significant decision on inaccurate, contradictory, and incomplete information would be a travesty.

Inaccuracies include:

Those researching the existing environment do not understand the basic differences between a warm-water, salt-water habitat and a cold, fresh-water one. The potentially impacted Cumberland River could never support either rainbow or brown trout, yet the DEIS says those species are commonly caught there.

The number of structures on Little Cumberland Island is quoted in different places as two different numbers, both attributed to "County Records". Section 2-43 Evaluation of Sites (100 properties, only 44 built on), and (104 properties, with 52 built on) in Section 3-65.

Improper use of the term "mitigated." Potential harm to human health, life and property cannot be mitigated by the danger affecting only small number of properties.

Exclusion zone: DEIS allows some people (e.g. campers on CUIS) to be included within a zone labeled and patrolled for the purpose of excluding humans. That contradiction, e.g. exclusion or inclusion, cannot be correct. The inclusion of persons within an exclusion zone is applied to both property owners and Park visitors in the DEIS.

Georgia Law does not allow property owners to be excluded from their property. So exclusion would be contrary to state law.

Hazard and Closure Areas shown as yellow triangles for the analyzed trajectories are significantly narrower (6 miles wide rather than 12) at the 5-7 mile distance from launch (Exhibits 2.1-10, and 2.1-11) than is typically identified for the medium-large rocket size being considered for this application. Please explain why the more narrow pie-shaped trajectory was chosen for this DEIS.

The "need" stated for this project (aid Camden's economy) is merely parroted from the applicant's statements. The EIS must truly analyze the stated need, primary in this case was supposed economic gain for Camden County. Also the potentially negative economic impact on the region's recreational and commercial shrimping, fishing, hunting, oystering, fishing guides, nature tours, environmental education endeavors, and birding tours

] SO-16

] LU-07

] MT-02

] SA-09

] PA-33

] PA-37

] PN-02

I0125

(Birders have been shown to spend considerably more than other visitors to Wildlife Refuges across the country) must be determined and weighed to treat any potential benefit with equanimity when determining “need.”

One other factor was briefly mentioned regarding “need”: the potential for aerospace jobs for Georgia’s graduating students. This (a) presumes the success of Spaceport Camden (which is highly questionable and should also be analyzed and reported in the EIS), and (b) that Georgia’s graduates would prefer to remain in Georgia, and (c) that Camden is the best and only County in Georgia for a spaceport. Camden may be the only county that has applied, but there are definitely other sites in Georgia that would have significantly less impact on private property and National or even State protected areas. (E.g., If the danger to life and property for Little Cumberland owners is “mitigated” by the fact that there aren’t many of them, then launching over St. Catherines or Ossabaw Islands would present even less impact.) The EIS must note and analyze the assumptions in the statement of “need” to paint a truly accurate picture of this application.

—PN-02

Coastal Resources. Proposed Action section the DEIS states that “there would be no impacts to coastal barrier resources; no unacceptable risks to human safety or property; and no adverse impacts to the coastal environment that cannot be satisfactorily mitigated.” There are NO concrete, practical methods or plans – let alone requirements with enforcement and absolute consequences – to deal with impacts even as obvious as fire, let alone the chemical deposits that have been shown to result beneath launch trajectories. I believe this statement must be stricken; the words “unacceptable” and “satisfactorily” are subjective at best, and not thoroughly demonstrated in the other 1,191 pages.

CO-07
CO-10

Scoping Period Comments Not adequately addressed:

[1] Issues raised in the scoping period are not fully addressed in DEIS, issues that are crucial to the purposes of NEPA Act Sec.101 [42 USC § 4331] -- “assuring safe, healthful, productive, and aesthetically and culturally pleasing surroundings; attain a wide range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences; preserve important historic, cultural, and natural aspects of our national heritage...”

NP-18

[2] Chemical discharge from launched rockets. There is no discussion of what is typically discharged at the launch site, or within the first 10 miles of trajectory. Any such discharge would contaminate the rich and economically significant tidal estuary and private property. Studies show that waters beneath flight trajectories are contaminated by metals and toxic chemicals. From an article in the 2014 Scientific American: “People think of a shuttle launch as a short-term, finite event, but each launch expels a huge amount of debris into the atmosphere with the potential for long-term effects on the surrounding ecosystem,” “People think of a shuttle launch as a short-term, finite event, but each launch expels a huge amount of debris into the atmosphere with the potential for long-term effects on the surrounding ecosystem,” said John Bowden, an environmental chemist at Hollings Marine Laboratory in Charleston, S.C.

AQ-03
AQ-06
HW-20

L. Guillette, a zoologist at the Medical University of South Carolina, found that alligators in a lagoon near one of the Florida launch pads had higher levels of iron and other

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metals, including lithium, nickel and mercury, in their livers than alligators from two other parts of Florida. Their levels of iron were so high that the same amount would cause liver damage in mammals – humans, donkeys and deer, according to the research. “Some of the heavy metals we saw are clearly not supposed to be there in the environment,” he said. In the juvenile alligators, for instance, they found lithium, nickel, bismuth and other metals used in the shuttles.

Bowden suspects gases released by the shuttle may play a key role in the uptake of metals into wildlife. The plume contains hydrogen chloride, a strong acid. After launches, the pH of the Florida lagoons may plummet for a short time, rendering the water nearly as caustic as battery acid. Seashells and limestone soils quickly neutralize the water, restoring normal pH within hours. But acidity can make some metals more soluble, meaning they can be taken up by plants and animals.” IT IS OF NOTE THAT THIS AREA DOES NOT HAVE LIMESTONE SOILS. Additionally most of the “seashells” that could dissolve to neutralize the acid are commercially valuable species, as well as being important for bird migration.

[3] Deposited Chemicals from launches: Since no rockets have ever been launched over private property in the US, there may not be studies of rocket-launch contaminated land; see the above related to Florida launches. However, CUIS, LCI, and the CUIS Wilderness Area stand to be turned into areas of toxic metal pollution, and our freshwater sloughs turned to battery acid.) The DEIS has totally ignored my scoping comments related to chemicals and other discharges from launches that could land in the estuary, the tidal creeks and rivers, private structures, and the maritime forest.

NP-18
HW-20
BR-08

[4] The EIS must REQUIRE suggested “mediations”, most of which in this DEIS are stated assumptions that some entity will do the right thing. [] “There are going to be environmental consequences any time you light off a Roman candle that big, but NASA itself has been a very good neighbor to wildlife by minimizing impacts...,” said Charles Lee, advocacy director of Audubon of Florida.” ([Lindsey Konkel, Environmental Health News](#) on May 15, 2014, reprinted in [Scientific American](#)) The EIS must offer assurance to this community that the both the County administration and any private company leasing the site will follow not only follow any suggested mitigation, but also agree to be monitored, and face significant consequences for non-compliance. There are too many residents in this area making their living from the waterways for this aspect of safety to be ignored.

MT-03

[5] Noise - Effect on Endangered and Threatened Species:
The Noise analysis, while one of the more complete sections of the DEIS, assumes that only human hearing matters. As such only dB-A is discussed. Yet research has shown that for both sea turtles and right whales, populations that require this potentially impacted area to continue their species, it is the very low frequencies that matter.

BR-33

Quoting from a chapter by Clark et al in *The Urban Whale* (edited by Scott Kraus and Rosalind Rolland, Harvard University Press, 2007), “The best available evidence indicates that right whales rely heavily on sound for survival. In particular, their contact calls are optimized for long range communications in the coastal areas where they breed, raise their young, and forage.....Data from these same listening devices are also

I0125

revealing that the rising tide of ocean ambient noise from human activities is a serious threat to right whale communication."

In another Urban Whale chapter by Parks et al., the hearing ability of right whales and humans are shown to overlap considerably but right whales can hear noise at lower frequencies than humans can. In other words, low frequency noise may be below human hearing but not below right whale hearing.

Note that this likely affects marine mammals other than the endangered right whales, and that these waters are also frequented by bottlenosed dolphin and manatee, which contribute to the economic impetus for boat tours in the area.

Regarding sea turtles, I found this research:

"In both air and water, hearing sensitivity sharply decreased after 400 Hz. When resulting audiograms are compared with the frequencies and source levels (dB) produced by many anthropogenic sources such as low-frequency sonar, oil and gas exploration and drilling, and vessel traffic, it is clear that green sea turtles are able to hear much of the low frequency marine anthropogenic sound in the ocean.

These are the first measurements of sea turtle hearing sensitivity underwater, and the first attempt to compare individual hearing sensitivity in water and in air. This research suggests green sea turtles are low-frequency specialists, hearing quite well underwater, particularly at frequencies below 1000 Hz.", *In-water and in-air hearing sensitivity of the green sea turtle*, by Wendy E. Dow, et al. Nicholas School of the Environment, Duke University Marine Laboratory, Beaufort, NC

IT IS ANNOYING, AT BEST, THAT THE TAXPAYER FUNDED EXPERTS CANNOT MAKE THE EFFORT TO FIND SIMPLE REFERENCES OF STUDIES RELATED TO POTENTIAL ISSUES.

[6] In Biological Resources there is no concrete information given to support the conclusion that impacts to plants, wildlife, maritime forest, estuaries, shrimp & fish, etc. will be insignificant. Where are the surveys, the research to support this statement. In fact my numbers 2,3 and 5 above, plus #7 below, refute this DEIS assumption.

BR-16
BR-17

[7] Noise – Effect on human health and safety

The DEIS concludes that the level of noise reaching CI and LCI from either construction or operations will not cause hearing loss, but will be merely "an annoyance." Human annoyance is a stress response, implying reduced well-being and quality of life, according to an international study on noise exposure and children's health. While a natural and uncontrollable reaction to our surroundings, repeated stress becomes chronic and a very negative force according to studies by the American Psychological Association. Loud sounds, such as will reach homes particularly on the western shore of LCI, have been linked to increased stress. Stress makes humans produce a series of hormones that are destructive. Increased stress in humans has been solidly and increasingly linked to a long list of problems from decreased quality of life (including fatigue, inability to concentrate, irritability) to the WebMD list: obesity, coronary heart disease, heart attack and stroke, Alzheimer's disease, diabetes, depression, gastrointestinal problems, and asthma, headaches, even "accelerated aging." Mayo Clinic lists these plus muscle tension/pain, change in sex drive, stomach upset, sleep

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problems, anxiety, lack of motivation or focus, use of tobacco, drugs, or alcohol, overeating or undereating, and social withdrawal. AARP sites a study published in "Biological Psychiatry" showing that one or more stressful events in a day significantly decreased metabolism, a rise in insulin levels and a fall in fat oxidation. Other studies show strong correlation between excess cortisol (hormone secreted as a result of stress) and slower healing, sleep dysfunction, heart disease, depression, ulcers,

Auditory studies done on people and children close to airports and traffic areas indicate learning loss in children and increased levels of stress in adults, but DEIS dismisses existing research because their source of sound is not rocket or spaceport related. Yet those studies show that prolonged exposure to annoying sounds often leads "to a reaction of exhaustion or defeat...a stage when the individual gives up mentally-- there is no way to influence the source of the sound.... Followed by a decreased function of the immune system and a mood change...and decreased social contacts. Such reactions have been observed in populations living near airports or close to heavily trafficked roads.... From a public health point of view there is a need for improved control to decrease the risk for annoyance and health effects.

"Humans are less sensitive to the lower frequencies of sounds so these are adjusted by inserting a filter (the A-filter)....The ensuing unit is the dBA value. ***At very low frequencies, however, the sensitivity to the sound increases, and the dBA unit is no longer a useful measure of exposure.***" [italics mine]

Professor emeritus, BioFact Environmental Health Research Center, R. Rylander (quoted above in a 2006 article) continues: "When dealing with sounds in the environment the emphasis has by tradition been on its negative effects. In a larger perspective it is necessary to consider the positive effects as well. Sound is an agent where the dose-response relationship is of a hormesis nature... a small amount of the agent is beneficial and that negative effects develop at higher dose levels. [This concept] is very applicable to sounds in the environment."

Considering that the population on LCI, CI, CUIS, and Wilderness Area visitors have, at least in part and in many cases almost wholly, chosen this location due to the relative quiet except for the sounds of nature, spaceport sounds must be considered beyond the "averaged" impact and even beyond the dBA units expected.

The DEIS should not rely on outdated methodology for studying impact of noise, and needs to be revised considering these more recent studies within the past 15 years.

There have been no studies of health impacts on people living beneath the launch trajectory of spaceships because this has never been allowed for reasons of safety.

If the property owners and campers within the boundary of CIUS are to be guinea pigs in the first studies on hearing loss and stress effects of having nearby (4-7 miles) spaceport activity and rockets launched overhead and homes, that element should be clearly identified in the next draft of this DEIS.

NC-11

NC-11

NC-12

NC-17

I0125

[8] The DEIS states that there will be no impact of launch-related chemicals on the Satilla River because it is a mile from the launch site. Yet that site is right on, and over, tidal creeks that (as I pointed out in scoping comments) flow in both directions because of our significant tidal amplitude in this region. On the Georgia coast, and particularly in this Camden/Glynn County area, the proverbial s**t can, and regularly does, flow uphill.

HW-19
WR-08

[9] There are several DEIS statements [Dept of Transportation Act, Section 4(f); that dismiss any discussion of impact, stating that it would depend on which rockets were going to be fired. Yet other impacts are assigned a "sample" size rocket, and a trajectory to have their potential impacts evaluated. ALL POTENTIAL IMPACTS MUST BE ANALYZED BASED ON THE SAME SAMPLE ROCKET DESCRIPTION, OR THE EIS IS FATALLY FLAWED.

SF-06

[10] The DEIS section on **Hazardous Materials** says that the launch, test firings, wet rehearsals, etc. all would produce "minimal" impacts. This is already a moving toxic plume of a potent neurotoxin that had to be removed from the market. Where are the studies showing that the immense vibrations, coupled with the water sprayed to help deaden the sound at launch, will not move those toxins to the nearby tidal creek. Remember what flows uphill, as well as downhill, here? This must be revised to indicate that the construction and operation of the facilities is very likely to disturb existing contamination. Aldicarb is a carbamate compound, a nerutoxin, a cholinesterase inhibitor. Cholinesterase is an enzyme required for proper function of the nervous system in humans and other animals. Exposure to cholinesterase-inhibiting pesticides has been linked to impaired development in the fetus and in infants, to chronic fatigue syndrome, and to Parkinsons disease. Pesticide Action Network's database says that in salt water, only up to 0.15mg/1,000 liters is considered safe for salt-water aquatic life. This is an aquaculture study. Release of even a very small amount of the Aldicarb residue into the adjacent tidal creek where shrimp and other marine species feed would endanger the public health.

HW-05

[11] Affected Environment: the DEIS describes explosives of concern and other pollutants ONLY within the most boundaries of this proposed spaceport. Yet the boundaries of land to be used, have been, rather obviously, gerrymandered. Does the FAA really believe that buried toxic waste on one side of an arbitrary and imaginary line drawn on a map can cause no damage to the human or natural environment? There is no geographic difference on one side of that mapped boundary vs the other. In these sandy soils vibration will certainly affect the toxins buried beneath the boundary line, inside and immediately outside. WHAT IS BURIED JUST OUTSIDE THESE CAREFULLY DRAWN PROPERTY BOUNDARIES?

HW-05

[12] Catastrophic Failure:

The DEIS provides 2.5-6% failure rate for launches, and completely ignores that fact that all of those will not happen on the launch pad.

SA-03

No impacts regarding catastrophic failure are provided for any of the categories in this DEIS. These impacts must be considered and enumerated for Cumberland and Little Cumberland as well as adjoining woodlands, especially considering the recent 6-acre, 4-hour, fire resulting from a static engine test at Canaveral where emergency management and access are well established.

NP-38

I0125

[13] No failure rate is provided for Landings, and the impact of these are not considered for any of the aspects.

NP-38

[14] There is no discussion of sonic boom impact on LCI structures, including the historic lighthouse, from the ocean landing if the barge should be located any closer than 30 miles offshore.

NC-18
CR-06

[15] The NPS raised concerns in its scoping comments that have not been adequately or quantitatively addressed by the DEIS, nor have mitigations been offered. These include, but are not limited to, visitor access restrictions and Wilderness Area impacts. Additionally, several of my scoping period comments were not addressed in the DEIS.

NP-19

[16] Visitor access restrictions are supposedly dealt with by the DEIS offering (mitigation?) an extra-legal classification that would allow campers to remain included in the "exclusion zone" for any launch. Even assuming that the contradiction of allowing inclusions in an exclusion zone is legal, the DEIS is completely silent on maintaining the safety of those individuals when impacts might include hearing loss, chemicals shedding from rocket exteriors, and the eventual possibility of catastrophic failure. Danger of that last certainly include wildfire and rescue from same.

SA-08
SA-09
SA-12
SA-02

[17] The DEIS also glosses over the Wilderness Area effects which are contrary to it's definition in the Wilderenss Act of 1964. DEIS ignores the Spaceport's conflict with established laws and regulations, as well as purposes, which include: "... has outstanding opportunities for solitude or a primitive and unconfined type of recreation."

WL-04

[18] The DEIS ignores light impact on the Little Cumberland Island historic lighthouse (omitted from the CUIS scoping documents, but listed in several private scoping comments submitted); DEIS draws a 5-mile limit for light impact without stating what impedes the light across the next 2 miles of open water between that 5-mile boundary and the lighthouse.

VE-48

[19] Also ignored is the impact on that historic structure, and other structures on Little Cumberland Island, from sonic booms occurring from the ocean landing alternative, in the event that the barge landed upon is situated less than 20 miles off the shores of the island.

NC-18

"Cumberland Island...was designated as a national seashore to protect its outstanding natural, historical, cultural, and recreational values, and to provide a continuing source of outdoor recreation for the American public."

—Ronald Reagan, Statement on Signing a Bill Concerning the Cumberland Island Wilderness Area in 1982

The very purpose for Cumberland's designation as a National Seashore will be permanently and negatively affected by the lights, noise, and pollution – to say nothing of the danger to

I0125

the maritime forest that provides the wilderness backdrop, and the basis for the natural resources of the parks

I0126

From: Lindsey Kanes [REDACTED]
Sent: Thursday, June 14, 2018 4:12 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Draft EIS Comment

Hello Ms. Zee,

The draft Environmental Impact Statement for the proposed spaceport in Camden County, Georgia is incomplete in that it does not address many environmental impacts as well as hazards to public safety. The hazard area, designated inadequately as only five miles wide, does not account for the many miles of seashore that would be affected in the wake of a rocket explosion. One of my concerns as a visitor to the Cumberland Island National Seashore and family member of property owners of Little Cumberland Island is that a potential rocket explosion would destroy Cumberland and Little Cumberland Islands, damage homes and personal property, and endanger the lives of people and animals below. Having a pristine national seashore in the state of Georgia is a gift that needs to be preserved and protected from the irreparable damage that a spaceport and rocket explosions would cause. The EIS should address directly how the estuaries and threatened/endangered species near the proposed site would be impacted by potential explosions, because these are invaluable resources that cannot be replaced.

] SA-05
] SA-12

] NP-38

I appreciate your consideration of these matters, and I hope that the Cumberland Island National Seashore will be preserved for future generations to enjoy.

Sincerely,

L.Kanes

I0127

From: joe parker jr [REDACTED]
Sent: Thursday, June 14, 2018 7:22 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: preserve Cumberland Island

Please do not authorize a spaceport project so close to St. Catherines Island or Little St. Catherines. These sensitive areas need maximum environmental protection. Other nearby areas are also worthy of protection.

joe parker jr

I0128

From: Jay Chouns [REDACTED]
Sent: Thursday, June 14, 2018 7:27 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: protect coastal areas

Please do not authorize a spaceport project so close to the many beautiful natural areas, public and private. St. Catherines Island or Little St. Catherines. These sensitive places need maximum environmental protection.

Jay Chouns

I0129

From: Shelley Renner
Sent: Thursday, June 14, 2018 7:56 PM
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: DEIS comment

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

Dear Ms. Zee:

Given the obvious absence from the DEIS of many significant comments made in scoping, the public and any reviewing agencies have little reason to expect the DEIS comments will be adequately addressed in the FEIS. Therefore, we request that the preliminary FEIS be publicly distributed for review and additional comments and revisions prior to issuance of the FEIS.

PI-06

Sincerely,
Jim and Shelley Renner
[REDACTED]

I0130

JAMES H HUNTER IV

[Redacted]

June 14, 2018

VIA EMAIL TO: FAACamdenSpaceportEIS@Leidos.com

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

Re: Comments on Spaceport Camden Draft Environmental Impact Statement

Dear Ms. Zee:

I respectfully submit my comments to the Draft Environmental Impact Statement (DEIS) for Camden County's proposed spaceport. For a myriad of reasons, the DEIS is inadequate for assessing the environmental impacts of the project. I urge the FAA to overhaul the DEIS so that it addresses the deficiencies and objectively calls out the many risks and impacts the project poses. A fair assessment demonstrates that the proposed site is not suitable for the proposed project.

By way of background, I am one of the many members of the Little Cumberland Island (LCI) community who lie directly in the launch hazard zone associated with Camden County's proposed spaceport. My family and I have been members of the LCI community for over 50 years. Throughout that time, we have been – and continue to be – Camden County taxpayers. We are members of the public and have no association with the proposed spaceport or any activity proposed to be carried out there.

We have the right to be at our homes on LCI at any time, all the time. We can permanently reside there. Contrary to the DEIS, which erroneously states that LCI homeowners' association documents prohibit full time residents, there is no such restriction. To the contrary, members and staff can and do reside there full time.

LU-05

I do not understand why County officials believe the site they propose for the spaceport to be appropriate. Never before has a spaceport been licensed that would put an unwilling community in the crosshairs of a launch hazard zone. We have no agreement with the County to permit such activity, and the County has no right to expose me, my family or our properties to the dangers inherent in launching rockets.

AL-02

The DEIS has manufactured the term "authorized personnel" to pretend that members of the public who find themselves in the launch hazard zone, such as members of the LCI community, are not relevant for the FAA's analysis. This is absurd and contrary to applicable law.

SA-08

I0130

Ms. Stacey Zee, Environmental Specialist
Federal Aviation Administration
June 14, 2018
Page 2

But the FAA can't pretend that the LCI community or its members don't exist. Further, the FAA can't pretend that members of the LCI community are not members of the public. The FAA cannot blindly rely on census data when it knows of facts and circumstances to the contrary. The FAA is on notice that the LCI community and its members exist, that its members are members of the public, and that the proposed spaceport poses a direct danger to the people and property that make up the community. The DEIS must appropriately evaluate all impacts the proposed spaceport could have on the LCI community and its members.

There is not a single viable trajectory from the proposed spaceport site that does not include me and my family in the hazard zone. As members of the public, we cannot be forced to be subjected to this dangerous and hazardous condition. The FAA must recognize the dangers posed by the spaceport to the LCI community, and the DEIS must consider all impacts the proposed spaceport could have on that community.

NP-39

The DEIS deliberately obscures and minimizes the fundamental issue raised by the project, namely, the implications of launching rockets directly over inhabited islands. Given the grave implications of this issue, the DEIS should address it fully and objectively. But instead of doing that, the DEIS essentially ducks the issue. Throughout the document, the DEIS attempts to portray Cumberland Island and LCI as uninhabited wilderness. The reality is that the barrier islands encompass a thriving National Park with considerable visitation (with visitors planning their visits months or years in advance and frequently traveling long distances to visit) and a longstanding and vibrant community of homeowners that includes residents, visitors and permanent staff.

LU-13

The DEIS attempts to skirt the issues posed by the presence of this uninvolved community by referring to them as "authorized persons". There is no legal basis to treat members of the uninvolved public as "authorized persons" nor to subject them to risks that the laws and regulations of the United States are intended to guard against. This flaw pervades the DEIS, making much of the analysis and assessment contained through the DEIS superficial, irrelevant, misguided or misleading.

SA-08

Pursuant to FAA Regulation B471.13, "A launch operator may initiate flight only if no member of the public is present within the land hazard area." But there is no trajectory from the proposed spaceport that doesn't put LCI or Cumberland Island squarely in a land hazard area. The DEIS is silent on what authority the County purports to have to be able require evacuation of the public from the National Park or privately owned and occupied land on Cumberland Island or LCI.

PA-33

Further, the DEIS does not adequately assess the challenges associated with evacuating or restricting access to or from Cumberland Island or LCI. Access to these barrier islands is generally limited to intermittent boat access. There are no bridges. Scheduled boat transportation is extremely limited in frequency and capacity and highly impacted by tides and weather.

LU-05

On page 3-65, the DEIS states: "There are no full time residents of LCI, by their homeowners' association charter." This statement is patently false. Full time residents are not prohibited by the LCI homeowners' association charter, nor does any other document that governs the use and rights of LCI

I0130

Ms. Stacey Zee, Environmental Specialist
Federal Aviation Administration
June 14, 2018
Page 3 .

homeowners prohibit full time residents. To the contrary, many people are and have been full time residents of LCI, including several homeowners as well as staff. And many who do not reside there permanently can and do spend much of the year there.

The DEIS fails to adequately assess the risk to natural, historic and human resources of catastrophic launch failure. If a rocket exploded or if launch debris were to fall downrange from launch, the fallout is likely to cause catastrophic fire and enormous loss of habitat, structures, wildlife and human life. This risk is exacerbated by logistical challenges in mitigating the impact of fires on remote barrier islands, such as unavailability of fire and crisis response resources. These risks and challenges are barely treated in the DEIS.

The DEIS fails to adequately assess the impact of the project on coastal industries, such as shipping, fishing, aquaculture, tourism and National Park visitation. Periodic closure of shipping lanes, fisheries, and tourist access ways due to scheduled launches (and rescheduled launches due to delays that frequently occur) will wreak havoc and economic harm.

Similarly, the DEIS fails to adequately assess the impact of the project on National Park, Cumberland Island and LCI residents, visitors and staff, not only due to scheduled launches but the inevitable delays and rescheduling that occurs with rocket launches.

I have reviewed the DEIS comments submitted by James F. Renner on June 10, 2018, by Russell Regnery on June 13, 2018, and by V. Kevin Lang on June 14, 2018 and hereby incorporate their comments by reference as if stated in my letter.

Thank you for the opportunity to submit my comments.

Very truly yours,

James H. Hunter, IV

NP-38
SO-03
SO-21
LU-13
SO-42

I0131

From: Steve [REDACTED]
Sent: Thursday, June 14, 2018 3:48 PM
To: Stacey.Zee@faa.gov
Cc: Daniel.Murray@faa.gov; FAACamdenSpaceportEIS
Subject: EXTERNAL: RE: Spaceport Camden Draft EIS Comments #2
Attachments: DEIS COMMENTS_Steve Weinkle_Final.r1.pdf

Dear Stacey,

I sent an uncorrected copy to you earlier.
Please accept the attached .r1 version as my FINAL, Final copy of the Comments.

Regards,

Steve
912-322-0907

From:
Sent: Thursday, June 14, 2018 2:25 PM
To: [REDACTED]
Cc: Daniel.Murray@faa.gov; FAACamdenSpaceportEIS@Leidos.com
Subject: FW: Spaceport Camden Draft EIS Comments

Thank you Steve.

Will do.

From: Steve [mailto:steve.spaceportfacts@gmail.com]
Sent: Thursday, June 14, 2018 2:23 PM
To: Zee, Stacey (FAA) <Stacey.Zee@faa.gov>
Cc: Murray, Daniel (FAA) <Daniel.Murray@faa.gov>
Subject: Spaceport Camden Draft EIS Comments

Dear Stacey,

Please find attached my Comments to the Spaceport Camden Draft EIS.

Additional documents and Comments have been posted by US Mail so please acknowledge when you have received them

Thanks,
Steve
[REDACTED]

I0131

Spaceport Camden Draft EIS Comments

1. FAA Failed to Provide Required Oversight and Responsibility

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

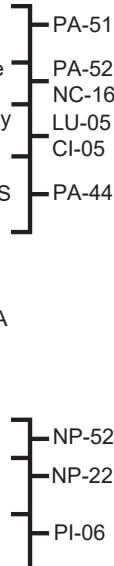
RULE/CODE/AUTHORITY/ DEIS CONTENT

40CFR1506.5(c), AGENCY RESPONSIBILITY, requires that “*If the document is prepared by contract, the responsible Federal official shall furnish guidance and participate in the preparation and shall independently evaluate the statement prior to its approval and take responsibility for its scope and contents.*”

The FAA failed to meet its required oversight of the preparation of the Draft.

COMMENT(S) & COMMENT QUESTIONS

- A. The extensive errors, omissions, and contradictions demonstrate that the FAA has failed to provide its required oversight in the preparation of the DEIS.
 - B. The launch azimuth required to reach “90 degrees inclination” (page 1-1) is not possible from Spaceport Camden.
 - C. The Noise Study presents data for a Medium class rocket, not the Medium-Large rocket that was added to the EIS after the Scoping Period and without any notice to the public.
 - D. The DEIS fails to study the Present and Reasonably Foreseeable Impacts to the 100 lot, 40+ home community that lies unavoidably in the Launch Hazard Area just 4 miles down range.
 - E. The FAA states that “*Camden County has stated that they intend for their results to demonstrate that an OEZ will not extend onto Little Cumberland Island.*” The FAA has allowed the DEIS to contain studies from the DEIS contractor without verification that the proposed launch parameters are possible.
 - F. Spaceport Camden would be the first time such a narrow hazard area and abbreviated OEZ are approved so extra validation should be the FAA watchword.
 - G. Spaceport Camden would be the first time that rocket launches are licensed over resident, non-involved third persons and National Park visitors within 4 to 10 miles of the launch pad so extra validation should be the FAA watchword. There is no evidence that the FAA
 - H. Spaceport Camden would be the first time that rocket launches are licensed over children. However, the FAA does not have an established a significance threshold for Children’s Environmental Health and Safety Risks.
- Comment Question 1: Does the FAA have sufficient managerial resources, technical oversight capabilities and, manpower resources to meet the requirement of 40CFR1506.5(c)?
- Comment Question 2: Will the FAA establish significance thresholds for Children’s Environmental Health and Safety?
- Comment Question 3: Will all elements of the DEIS be reworked and rereleased for public study and comment after the correct rocket class is studied?



2. Non-compliance with Space Directive 2, Section 1

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

*Space Directive 2, Section 1: “It is therefore important that regulations adopted and enforced by the executive branch promote economic growth; minimize uncertainty for taxpayers, investors, and private industry; protect national security, **public-safety**, and foreign policy interests; and encourage American leadership in space commerce.”*

I0131

COMMENT(S) & COMMENT QUESTIONS

- A. The FAA has never previously licensed launches where non-involved third parties are resident within 100NM downrange of the launch pad. FAA Order 1050(F) is deficient in that it does not prescribe a requirement to study human health impacts other than from noise, air and water quality, explosive force, and toxic substances.
- B. There are no FAA Order 1050.1F requirements to study human injuries that occur even if the Ec threshold is not crossed. These are covered as insurable losses, but the risk is not addressed in the DEIS.
- C. There is no study conducted of cumulative human health impacts equivalent to cumulative impacts to turtles, eagles, shrimp, and snakes.

NP-39

Comment Question 1: Why does the FAA fail to study significant human health impacts?

3. Non-compliance with Space Directive 2, Section 2(d)

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

*Space Directive 2, Section 2(d) states: "The Secretary of Defense, the Secretary of Transportation, and the Administrator of the National Aeronautics and Space Administration shall coordinate to examine all existing U.S. Government requirements, standards, and policies associated with commercial space flight launch and reentry operations from Federal launch ranges and, as appropriate and consistent with applicable law, to minimize those requirements, **except those necessary to protect public safety** and national security, that would conflict with the efforts of the Secretary of Transportation in implementing the Secretary's responsibilities under this section."*

COMMENT(S) & COMMENT QUESTIONS

- A. The FAA has never previously licensed launches where non-involved third parties are resident within 100NM downrange of the launch pad. FAA Order 1050(F) is deficient in that it does not prescribe a requirement to study humans health impacts other than from noise, air and water quality, explosive force, and toxic substances.
- B. There are no FAA Order 1050.1F requirements to study human injuries that occur even if the Ec threshold is not crossed. These are covered as insurable losses but the risk is not addressed in the DEIS.
- C. There is no study of cumulative human health impacts equivalent to cumulative impacts to turtles, eagles, shrimp, and snakes.

NP-39

Comment Question 1: Why does the FAA fail to address all human health impacts?

4. Non-compliance with Space Directive 2(b)

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

Space Directive 2, Section 2(b) states, "Consistent with the policy set forth in section 1 of this memorandum, the Secretary of Transportation shall consider the following:

"(ii) replacing prescriptive requirements in the commercial space flight launch and re-entry licensing process with performance-based criteria."

COMMENT(S) & COMMENT QUESTIONS

- A. The subject rocket for the Spaceport Camden DEIS is described as a Medium-Large rocket with the capability of performing barge landings in the Atlantic or landings on a land-based pad and also requires 250,000 gallons of deluge water. The only existing rocket, or rocket in development, that meets this specification is the SpaceX Falcon 9FT.

I0131

Comment Question 1: Why is the FAA allowing the applicant to submit a hazard analysis for the NEPA Statement based on untested calculations for a rocket equivalent to the SpaceX F9 FT, rather than requiring use of precisely known, performance-based criteria and data?

Comment Question 2: How does Camden County have access to SpaceX technical performance specifications if the information is proprietary to SpaceX?

Comment Question 3: If Camden County has access to SpaceX proprietary data, why is the Hazard Analysis the FAA has used to for acceptance of the NEPA Region of Influence and other technical studies concealed from the public?

LC-14

5. Why Is the Bayer Property Omitted from NEPA Impact Analysis

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

In the context of the placement of the Alternate Control Center and Visitor Center, DEIS Page 2-2 states, "Bayer CropScience has indicated a willingness to sell the property to Camden County, should the County pursue the purchase. However, should the County not purchase the property nor reach an agreement to build on Bayer CropScience property, this facility would have to be relocated. Alternative locations for the facility would be assessed to determine the need for additional environmental impact analysis and documentation."

COMMENT(S) & COMMENT QUESTIONS

- A. Camden frequently states in the DEIS the spaceport property contains 11,600 acres. This would include approximately 4,000 acres purchased from Union Carbide acres and the purchase, lease or easements for 7,600 Bayer acres.
- B. The Bayer property is required for more than the placement of an Alternate facility.
- C. Camden states that if it does not purchase the Bayer property, the Launch Pad will not meet legal boundary requirements.
- D. Camden has addressed the boundary issues in the DEIS when identifying Alternate Launch Pad siting and it did not find another suitable site.
- E. Bayer owns the water wells required for the spaceport.
- F. Bayer owns the existing dock facility that is required for barge-landing.
- G. At the minimum, Camden County would require Bayer access easements to connect its facilities.
- H. Bayer contains both identified and unknown hazardous waste sites.
- I. Bayer owns substantial property that would be in the Launch Hazard Area.

PA-13

Comment Question 1: Why has the Bayer site been omitted in the NEPA EIS Impact studies?

6. Fails to Address DOI/NPS Concerns About CUIS

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

40CFR1508.27(b) Intensity, states, "This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make decisions about partial aspects of a major action. The following should be considered in evaluating intensity:

- (1) Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.
- (2) The degree to which the proposed action affects public health or safety.
- (3) Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.

I0131

- (4) The degree to which the effects on the quality of the human environment are likely to be highly controversial.
- (5) The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.
- (6) The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration."

COMMENT(S) & COMMENT QUESTIONS

- A. NPS is the "agency" with vested responsibility for Cumberland Island National Seashore which lies unavoidably in the Launch Hazard Area.
- B. Section 4.2 of the Spaceport Camden Scoping Summary identifies the following conflicts, among many not addressed in the DEIS, related to Cumberland Island National Seashore (CUIS):
 - a. Disturbance of the natural habitat and visitor experience on Cumberland Island National Seashore;
 - b. Conflict between the Proposed Action and the wilderness designation of portions of the Cumberland Island National Seashore under the Wilderness Act;
 - c. Decreases in tourism and eco-tourism, Cumberland Island visitation, and other local outdoor commerce;
 - d. Impacts on the public and threatened and endangered species from noise, vibration, chemical use and release, and lighting;
- C. The December 30, 2015 10-page Scoping Comments letter from Stan Austin, NPS Southeast Regional Director identified dozens of NPS concerns about the impacts to CUIS resources and operations. The DEIS fails to address many of these issues or delays consideration until a future time. Specifically, NEPA-mandated mitigations are not detailed nor are they agreed upon between the NPS and FAA.
- D. Many questions are deferred to the launch licensing stage which essentially takes them out of the EIS process NEPA clearly intends for these issues to be addressed since they are otherwise inseparable.
- E. It is illogical that the FAA can address any aspect of the Affected Environment such as specifics regarding Noise without having sufficient information to determine Impacts on Cumberland Island. The similar assumptions (for the correct rocket class) can be applied to other Impacts on CUIS.
- F. It is obvious that NEPA directives are subverted if an EIS reaches the Record of Decision action without full consideration and sufficient study of Impacts that are required under NEPA. Since there is no public record of discussions between NPS and the FAA, the DEIS does not meet NEPA requirements to allow full public involvement.

Comment Question 1: Why is every concern raised in Mr. Austin's December 30, 2015 letter not addressed in the DEIS?

NP-19

Comment Question 2: Will the FAA require that enforceable mitigations are agreed upon with the NPS prior to making a finding of No Significant Impact in its Record of Decision?

NP-18
NP-23

7. Failure To Study All Required NEPA Impact Categories

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

The Spaceport Camden Draft Environmental Impact Statement (EIS) Informational Brochure distributed that the May 2018 public hearings indicates "Health and Safety" are "**Categories not required to be addressed by FAA Order 1050.1F.**"

I0131

COMMENT(S) & COMMENT QUESTIONS

- A. Health and Safety may not have been previously studied for NEPA impacts by the FAA because they have never previously licensed rocket launches over resident populations in the OEZ or the Launch Hazard Area four to ten miles downrange. However, the FAA has been aware since the EIS Scoping that resident populations will be present in hazard areas.
- B. The FAA has erred in assuming that the Ec calculation made during launch licensing can replace its responsibility to meet NEPA requirements.
- C. Quantitative study and standards must be established for the harm to individuals from Reasonably Foreseeable and Cumulative Impacts that are not related to Ec calculations thus these NEPA-mandated Health and Safety impacts must be considered for the DEIS.

NP-39

Comment Question 1: Does the FAA have Health and Safety Thresholds for identifiable Health and Safety Impacts in Launch Hazard Areas 4 to 10 miles downrange?

Comment Question 2: Does the FAA have Health and Safety Standards for Cumulative Impacts to Health and Safety Impacts in Launch Hazard Areas 4 to 10 miles downrange?

Comment Question 3: Will all elements of the DEIS be reworked and rereleased for public study and comment after NEPA required Health and Safety Issue deficiencies are rectified?

8. Socioeconomic

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

DEIS 6.12 states, "Provide advanced public notice to minimize the impacts on commercial fishermen for waterway closures."

COMMENT(S) & COMMENT QUESTIONS

- A. Commercial fishing has statutory seasons. Reducing the access to commercial fishing grounds will reduce the opportunity for them to use resources they are entitled to on a limited basis thereby reducing their income. Fishermen have to fish where and when the fish are.
- B. Commercial Crab fishermen work in and travel through the inter-coastal area subject to the most restrictive closure. There are no alternate routes for them.

Comment Question 1: Why has DEIS failed to study and report the socioeconomic costs to non-involved third parties?

SO-10

Comment Question 2: How will fishermen and other professions dependent on timely access to Camden County's waterways be compensated for lost opportunity costs?

SO-10

Comment Question 3: How will fishermen and other professions dependent on timely access to Camden County's waterways be compensated for extra costs incurred by closures?

PA-28

Comment Question 4: What is the penalty if fishermen ignore launch closure restrictions?

PA-33

Comment Question 5: What is the penalty if recreational boaters ignore launch closure restrictions?

LU-11

Comment Question 6: Who is responsible to enforce closure restrictions on Cumberland Island, Little Cumberland Island, inshore, on the inter-coastal waterways and offshore?

Comment Question 7: Have these agencies agreed to enforce closure restrictions on people who depend on their rightful access to maritime resources?

9. Socioeconomic – CUIS Disruption

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

DEIS 6.12 states, "Coordinate with the management of Cumberland Island and its campsites to minimize disruption to their operation."

I0131

COMMENT(S) & COMMENT QUESTIONS

- A. Camping and Cumberland Island access reservations are made up to 6 months in advance, but launch decisions are made a matter of hours or minutes before launch.
- B. NPS would have to locate and transport backpackers from Wilderness areas not accessible by any wheeled or motorized vehicles.
- C. Rescheduling and canceling of launches will create unpredictable CUIS operation's responsibilities and costs.
- D. Lands and Legacies Tours will have to be modified to accommodate an unpredictable launch schedule.
- E. Commercial Ferry Operator will be forced to make policy changes for Park Visitors who cancel to avoid last minute changes to their CUIS visit.
- F. CUIS can expect significant increases in private boat visitation on launch days. This visitation is not controllable by current CUIS resources.
- G. NPS budgets are severely strained with decreasing services a persistent problem at Cumberland Island.

Comment Question 1: How will NPS costs incurred by spaceport operations demands be funded or reimbursed?

Comment Question 2: How will the commercial ferry operator be compensated for lost opportunity costs?

Comment Question 3: Under what justification can the FAA state that inconveniences to CUIS visitors are mitigated by advance notification, especially considering the FAA's awareness of the frequency and likelihood of postponements and rescheduling over consecutive days?

PA-28

PA-17

10. Socioeconomic – Spaceports Require Taxpayer Funding

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

The FAA is aware that all vertical launch spaceports are require significant funding by taxpayer subsidies. Therefore, the DEIS must study the Socioeconomic Impacts of the economic risk to at-risk populations through the redirection of limited taxpayer funding to spaceport activities rather than to traditional community responsibilities such as indigent care, community healthcare, public safety, building code enforcement, drinking water supply and water quality, and flood mitigation projects.

COMMENT(S) & COMMENT QUESTIONS

- A. The FAA accepts on face value that Camden's claims of potential economic benefit are derived from serious study and empirical evidence.
- B. The Georgia Southern University Economic Summary provided by Camden County to the public was derived without independent analysis of the input parameters. For instance, more than \$16 million of the \$22 million total benefit is derived for "Scientific Research and Development Services." Such claims are pure speculation.
- C. Many space companies are not spaceport dependent for their location as evidenced by the hundreds of substantial space-related business located in Alabama, Mississippi, Utah, and Washington.
- D. All Camden economic claims in the DEIS are entirely speculative.
- E. A Spaceport Operating Budget has not been conducted, or if they have been studied, they have not been revealed nor are they in evidence in the DEIS.
- F. Funding for spaceport construction and operation has not been identified, or if funding has been studied, it has not been revealed.
- G. Camden County will accept substantial liability and risk for the monitoring and mitigation of known and unknown environmental hazards on the spaceport property. Camden does not have the financial resources to accept this liability.
- H. No Georgia or Federal funding has been committed to build or operate Spaceport Camden.

NP-13

Comment Question 1: Will the FAA remove all statements of economic benefits from the DEIS until Camden County produces a validated study demonstrating the economic claims are reasonable and not just wishful thinking?

Comment Question 2: Will the FAA remove all statements of economic benefits from the DEIS until Camden County produces a validated risk analysis demonstrating the economic claims will offset economic costs to Camden County?

NP-13

I0131

Comment Question 3: In lieu of 1 and 2 above, will the FAA add a disclaimer statement to each economic claim in the DEIS that states, "The Economic statements in the EIS are uncorroborated?"

11. Failure to Provide Enforceable Mitigations – Fire Protection CUIS

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

DEIS 6.12 states, "*Emergency response times could vary depending on tide conditions, availability of qualified personnel, and location of emergencies. To minimize potential emergency management situations on the Cumberland Island and Little Cumberland Island, emergency response resources and personnel should be readily available on the island and nearby to minimize response times.*"

COMMENT(S) & COMMENT QUESTIONS

- A. Restricting boat activity from LCI or CUIS through closure areas will limit property owners access to self-directed healthcare.
- B. Limited to no Telephone service is available in the CUIS Hazard Area to summon emergency response. How will this be mitigated?]-SA-02
- C. Virtually all of the CUIS Wilderness is accessible only by foot.
- D. Fire management practices such as preventative controlled burning is not permitted.
- E. No fire services are provided by Camden County.
- F. There is no central water system or fire hydrants.
- G. Cumberland Island has a single 3,000-gallon pumper truck.

Comment Question 1: Will launches be prevented when Dangerous Fire Hazard conditions are declared on the Spaceport property, LCI or Cumberland Island?

]-PA-49

Comment Question 2: Why doesn't the DEIS define specific, enforceable mitigations necessary to protect private property owners down range on LCI?

]-MT-07

Comment Question 3: Will a fire-fighting, water-drop helicopter be deployed during launches since thousands of acres can only be reached by aerial drop?

]-MT-08

12. Failure to Provide Enforceable Mitigations – Fire Protection LCI

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

DEIS 6.12 fails to address a feasible, affordable and implementable Fire Protection Plan or addressable mitigations for Little Cumberland Island where property owners have no fire trucks or central water system and are solely responsible for fire response.

COMMENT(S) & COMMENT QUESTIONS

- A. Approximately 1,000 acres of LCI upland is equivalent to Wilderness with no roads.
- B. Access to Little Cumberland Island is not possible during low tide conditions.
- C. Fire management practices such as preventative controlled burning is not permitted.
- D. No fire services are provided by Camden County or CUIS to LCI.
- E. There is no central water system or fire hydrants.
- F. There are no fire trucks on LCI.
- G. Residents would be compelled to fight fires to protect their property.
- H. Resident population on the island should be expected to increase significantly on launch days since they will be the first line of defense.
- I. Since the loss of community association-owned forest and other assets would significantly devalue property on LCI, MPL-required 3rd party loss insurance must be provided to offset every property owner's potential loss of value and the loss in value to each private property related to the loss of community common property.]-PA-28

I0131

- Comment Question 1: Will launches be scheduled only when tide conditions allow emergency access to Little Cumberland Island? MT-09
- Comment Question 2: Will launches be prevented when Dangerous Fire Hazard conditions are declared on the Spaceport property, LCI or Cumberland Island? PA-49
- Comment Question 3: Will a fire-fighting, water-drop helicopter be deployed during launches since thousands of acres can only be reached by aerial drop? MT-08
- Comment Question 4: Why doesn't the DEIS define specific, enforceable mitigations necessary to protect private property owners down range? MT-07
- Comment Question 5: Why does the DEIS ignore awareness gained during the Spaceport Camden Scoping about the residential community on Little Cumberland Island?
- Comment Question 6: Failure to study the Present and Foreseeable Impacts on the 100-lot, 40+ home residential community on Little Cumberland Island is cause to trigger 40CFR1502.9(a) requirements on all EIS sections affected by this omission. NP-18

13. Term with No Legal Meaning – Authorized Persons

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

DEIS page 11 states, "...provisions for "authorized persons" would also be determined and implemented (e.g., residents, vacation house owners and permit-holding campers, NPS personnel)."

COMMENT(S) & COMMENT QUESTIONS

- A. There is no legal basis for "authorized persons." New rule-making would be required to implement such a policy.
- B. There is no legal method whereby a launch operator can limit the number of exposed third-parties on LCI.
- C. There is no reasonable legal justification to allow "Authorized Persons" on LCI or CUIS while restricting or prohibiting people from farther downrange beach access (controlled by the State of Georgia) or onboard boats east of LCI and CI.
- D. The FAA has refused to respond to my Freedom of Information Request for the following Freedom of Information Request dated **March 14, 2018**:
"Any FAA document providing the legal definition of an "Authorized Person" as used by the FAA to determine the qualification and eligibility for a person to remain in a spaceport Overflight Exclusion Zone or any other range hazard zone during a hazardous activity"

SA-08
SA-06
SA-09
SA-11

Comment Question 1: Why does Spaceport Camden need to have "Authorized Persons" if each launch will require Ec calculations based on the number of persons present in the Launch Hazard Area at the time of the launch?

Comment Question 2: What authority exists in US law permitting "Authorized Persons" to remain in the Launch Hazard Zone?

Comment Question 3: Will "Authorized Persons" be required to show identification to invoke their private property and free movement rights?

Comment Question 4: Will children be required to be individually "Authorized?"

Comment Question 5: Will "Authorized Persons" be compensated for the increased risk exposure?

Comment Question 6: Will "Authorized Persons" be required to waive risks or damage claims?

Comment Question 7: How does a person become "Authorized" and by which authority issues authorizations?

Comment Question 8: Can "Authorized Person" authorizations be revoked?

Comment Question 9: What is the penalty is a person refuses to become an "Authorized Person?"

Comment Question 10: How much time is required to become "Authorized?"

Comment Question 11: How can the FAA or the licensee legally limit the number of "Authorized Persons" to guaranty that the Ec number does not exceed 1x10-6?

Comment Question 12: Will the spaceport have to close once the Ec limit is exceed?

SA-01

14. Access to LCI not available to the FAA or Spaceport Operator

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

I0131

RULE/CODE/AUTHORITY/ DEIS CONTENT

The DEIS fails to address how launch operators will legally gain access to LCI for any spaceport operations.

COMMENT(S) & COMMENT QUESTIONS

- A. LCI is entirely private property with no legal rights of access available to spaceport or launch operators.
- B. The FAA has no legal right of access or enforcement of rules on LCI.

PA-33

Comment Question 1: How will launch operators count the number of exposed, non-involved third parties on LCI or CI without violating privacy laws and full cooperation from LCI owners?

PA-53

Comment Question 2: How will launch operators recover rockets or rocket wreckage landing on LCI?

PA-48

Comment Question 3: If a prior agreement between the launch operators and LCI residents to allow access and compensation cannot be reached, will the FAA issue a launch site license?

LC-07

15. Insufficient Experience with MPL

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

Source: FAA Maximum Probable Loss (MPL) Table

Vandenberg launches have higher 3rd-party insurance coverage requirements apparently due to (evacuated) State parks, off-shore oil rigs and a policy tolerant of some private boats. No other MPL calculations appear to take land-based third-party risk in the Launch Hazard Area into account because currently every OEZ is evacuated and there are no existing spaceports with private property and people in the Launch Hazard Area.

COMMENT(S) & COMMENT QUESTIONS

- A. Socioeconomic burdens on the spaceport owners (the taxpayers of Camden County, Georgia) will be directly related to operating costs and necessary subsidies associated with Spaceport Camden.
- B. The costs of MPL-required launch insurance at Spaceport Camden will be considerably higher than other spaceports due to the presence of uninvolved third parties, private property, irreplaceable resources, and historic sites not found at other ranges.

Comment Question 1: Why have increased MPL requirements not been addressed as a Socioeconomic Impact to Camden County citizens?

SO-14

Comment Question 2: What mechanism and procedures are in place that assure taxpayers and at risk populations are represented when determining the amount of insurance required to meet Congressional MPL requirements?

LC-08

SO-14

16. No Insurance Covering Loss of National Seashore Resources

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

NPS Damage and Restoration Handbook, <https://www.nps.gov/policy/DOrders/DO-14Handbook.pdf>

Appendix A, Subchapter III-B, Section 19jj-1(c)(3) Defenses states,

"A person is not liable under this section if such person can establish that —

c. the destruction, loss, or injury to the park system resource was caused by an activity authorized by Federal or State law."

COMMENT(S) & COMMENT QUESTIONS

- A. Rocket Launches are obviously "an activity authorized by Federal law," thus it is disputable if losses to NPS resources are required to be insured by the commercial launch operator.
- B. The DEIS fails to address the value of NPS resources damaged during rocket launch operations.
- C. Failure to require commercial operators to provide insurance for NPS losses will confirm the GAO concerns about inadequate MPL private insurance coverage and risk to the taxpayers.

I0131

- D. FAA dependence on Congressional approval of special allocations to cover losses to public lands is insufficient to meet MPL requirements.

Comment Question 1: Since current policy does not satisfy GAO concerns that the American taxpayer is not sufficiently protected from financial liability, will the FAA develop an insurance regimen that requires launch operators to purchase insurance to cover repair, restoration and/or replacement to National parkland damaged during commercial launch operations?

PA-28

17. FAA remains deficient in addressing MPL issues

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

GAO January 2018, 690 found: "The Federal Aviation Administration's (FAA) report evaluating its maximum probable loss (MPL) methodology did not fully address the evaluation and consultation requirements specified by the U.S. Commercial Space Launch Competitiveness Act (CSLCA)."

"Balance of Risk. CSLCA required FAA to include ensuring that the federal government is not exposed to greater indemnification costs and that launch companies are not required to purchase more insurance coverage than necessary as a result of FAA's MPL methodology. FAA said that it ensured this balance by improving its methodology, but it did not reevaluate its probability thresholds after revising its methodology. These thresholds are used to divide the risk of loss between launch companies and the government."

COMMENT(S) & COMMENT QUESTIONS

- A. After multiple GAO referrals, the FAA is still not compliant with Congressional requirements.

Comment Question 1: Will the FAA comply with GAO concerns about loss exposure to American taxpayers prior to making a Spaceport Camden EIS ROD?

PA-28

18. Questionable Equivalent Level of Safety Decision #1

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

DRAFT ENVIRONMENTAL ASSESSMENT FOR SpaceX EXPLORATION TECHNOLOGIES OPERATIONS AREA ON KENNEDY SPACE CENTER", April 2018

4.2.11 Health and Safety "Minimal adverse impacts to worker health and safety during construction and operation of the Proposed Action and cumulative projects would be expected. Contractor and operations personnel would be required to follow and implement OSHA, and NASA safety standards to establish and maintain a safe working environment. There would be **no cumulative impacts to worker or public health and safety** as a result of the Proposed Action."

COMMENT(S) & COMMENT QUESTIONS

- A. The FAA does not study cumulative impacts to public Health and Safety in the NEPA EIS process.

Comment Question 1: Will the FAA meet NEPA requirements to study Health and Safety Impacts?

NP-39

19. Questionable Equivalent Level of Safety Decision #2

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

I0131

RULE/CODE/AUTHORITY/ DEIS CONTENT

DRAFT ENVIRONMENTAL ASSESSMENT FOR SpaceX EXPLORATION TECHNOLOGIES OPERATIONS AREA ON KENNEDY SPACE CENTER", April 2018

3.12.1 Affected Environment, "Range Safety monitors launch surveillance areas to ensure that the risk to people, aircraft, and surface vessels is within acceptable limits."

COMMENT(S) & COMMENT QUESTIONS

- A. There is no way to count or control the number of exposed non-involved third parties.
- B. Can such surveillance over private property without violations of privacy?
- C. Spaceport Camden would not be able to provide an Equivalent Level of Safety to operations at Kennedy Space Center.

SA-06
SA-09

20. Questionable Equivalent Level of Safety Decision #3

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

DRAFT ENVIRONMENTAL ASSESSMENT FOR SpaceX EXPLORATION TECHNOLOGIES OPERATIONS AREA ON KENNEDY SPACE CENTER", April 2018

3.12.1 Affected Environment, "Control areas and airspace are closed to the public as required (USAF 1998)."

“COMMENT(S) & COMMENT QUESTIONS

- A. Spaceport Camden and the FAA propose to allow the public in areas required for closure at Kennedy Space Center and other spaceports.

Comment Question 1: How can the FAA justify allowing Safety risks at Spaceport Camden that are not allowed at other licensed spaceports without a formal Equivalent Level of Safety Study of each risk?

SA-01
SA-09

21. Failure To Study NEPA-required Health and Safety Impacts

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

The Spaceport Camden DEIS Informational Brochure, May 2018 states, that the NEPA Act Environmental Impact Category for "Health and Safety" is "not required to be addressed by FAA Order 1050.1F."

However, NEPA 42 USC § 4331 Sec. 101 (b) is explicit: "*In order to carry out the policy set forth in this Act, it is the continuing responsibility of the Federal Government to use all practicable means...*" to "attain the widest range of beneficial uses of the environment **without degradation, risk to health or safety, or other undesirable and unintended consequences;**"

COMMENT(S) & COMMENT QUESTIONS

- A. The FAA has never previously licensed launches where non-involved third parties are resident within 100NM downrange of the launch pad. Therefore, FAA Order 1050.1F is deficient in that it does not prescribe a requirement to study humans health impacts other than from noise, air and water quality, explosive force, and toxic substances. There are no requirements to study human injuries that occur even if the Ec threshold is not crossed. There is no study of cumulative impacts equivalent to impacts on turtles, eagles, shrimp, and snakes.
- B. The FAA fails to provide required regulations for Human Health and Safety other than for Noise, Air & Water Quality, toxic substances, and explosive effects.
- C. There are no references in FAA Order 1050.1F or FAA Order 1050.1F Desktop Reference addressing how the FAA is to assess "unintentional injuries."
- D. NEPA does not exempt Expected Casualty impacts from inclusion in EIS studies.
- E. Among numerous causes, unintentional injuries can result from attempting to find shelter when a launch noise is first heard or while avoiding or fighting rocket-caused fires.

NP-39
SA-01
NP-12
NP-39

I0131

- F. Mental and physical health problems from Post-Traumatic Stress Disorders (PTSD) are possible consequences, especially in women and children, from the anxiety induced by imminent risk of life situations during each rocket launch.

SA-01
NP-12
NP-39

Comment Question 1: Does the FAA intend to comply with the explicit requirements of NEPA 42 USC § 4331 Sec. 101 (b) before further consideration of the Spaceport Camden EIS?

NP-39
NP-53

Comment Question 2: What is the FAA experience with rocket launches that have been licensed over the non-involved public located within 4 to 8 miles downrange from the launch pad?

22. Failure To Study Impacts on Children Per NEPA Requirement

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

FAA 1050.1f 12.3 states, “Federal agencies are directed, as appropriate and consistent with the agency’s mission, to make it a **high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children.**”

“Impacts to children are considered separately in NEPA reviews because children may experience a different intensity of impact as compared to an adult exposed to the same event.”

“Unintentional injuries’ are explicitly identified as one of four environmental risks to children that must be considered separately from general impacts.”

COMMENT(S) & COMMENT QUESTIONS

- A. The FAA fails to meet the requirements of NEPA 42 USC § 4331 Sec. 101 (b).
- B. FAA Order 1050.1F states, **“The FAA has not established a significance threshold for Children’s Environmental Health and Safety Risks.”**
- C. 40CFR 1508.8 states, “Effects and impacts as used in these regulations are synonymous. Effects includes ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, **social, or health**, whether **direct, indirect, or cumulative.**”

Comment Question 1: Why has the FAA not established a significance threshold for Children’s Environmental Health and Safety?

NP-22

Comment Question 2: Does the FAA intend to comply with the explicit requirements of NEPA 42 USC § 4331 Sec. 101 (b) before further consideration of the Spaceport Camden EIS by establishing a significance threshold for Children?

Comment Question 3: What is the FAA experience with launches over children located within 4 to 8 miles downrange of the launch pad?

Comment Question 4: What studies have been conducted assessing the special direct, indirect or cumulative risks to children from rocket launches located within 4 to 8 miles downrange of the launch pad?

23. Does This Relate to Launch Hazard Area Safety?

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

DEIS page 4-59 states, “**The County has discussed the option to offer anyone who is an ‘authorized person’ who wants to depart for the launch window, a complimentary ride and/or appropriate temporary accommodations including ‘VIP’ viewing passes for the launch.**

COMMENT(S) & COMMENT QUESTIONS

- A. This innocuous offer is just as likely an attempt to use a “special” benefit to induce people to remove themselves from the Launch Hazard Area.

I0131

- Comment Question 1: What is the contingency plan when it becomes necessary to postpone launches due to an excessive number of exposed "authorized persons?"
- Comment Question 2: Will Camden County provide lunch with beer?
- Comment Question 3: Will it become difficult to become an "authorized person?"
-] SA-08
SA-14

24. Obvious Oversight: The DEIS Noise Study Does Not Relate to the Proposed Action

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

The Proposed Action is to launch Medium/Large-lift-class rockets but the Noise study is for Medium-lift-class rockets.

COMMENT(S) & COMMENT QUESTIONS

- B. Medium-Large rockets can have 4 times the thrust and thus will generate a different noise profile than a Medium-lift-class rocket.
- Comment Question 1: Why does the FAA allow an incorrect Noise Analysis to be used in the DEIS?
- Comment Question 2: Will the FAA require the correct Noise Impact Study be completed and rerelease the DEIS once all affected Impact topics are reanalyzed to reflect the correct Noise Impacts?
-] PI-06
NC-16

25. Draft EIS IS Not Searchable

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

NEPA requires that Draft EIS and EIS documents are accessible and readable by the public.

COMMENT(S) & COMMENT QUESTIONS

- A. The 4 volumes of DEIS Appendices are not indexed by document and are not searchable.
- B. The Appendices of the Scoping documents were searchable.
- C. The DEIS required 22 listed contributors who have worked since December 2015 but the public has been provided only 75 days to research and comment on virtually unreadable, unsearchable documents.
- D. The Public is not paid to do the work of identifying errors, omissions, contradictions and misleading statements. That is the FAA and applicant's responsibility that should be concluded PRIOR to release of the DEIS.
-] ED-03

- Comment Question 1: Since supporting documents are not indexed and are not searchable, does the FAA meet its legal responsibilities for Public Involvement and Commenting?
- Comment Question 2: Will the FAA extend or reopen the Comment Period after making the entire content of the DEIS accessible and searchable?
-] PI-05

26. Impacts and Risks to Tidal Marsh are Not Addressed

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

DEIS Page 2-47 includes this statement: "The U.S. Fish and Wildlife Service (USFWS) suggested that facilities be located to avoid and accommodate species and habitat of special concern. Specific suggestions included: "During project planning facilities with the highest potential for leaks or releases should be sited away from the most environmentally sensitive areas on and near the project site, such as protected species habitats and tidal marsh environments."

I0131

COMMENT(S) & COMMENT QUESTIONS

- A. Tidal Marsh comprises 75% of the Launch Pad Clear Zone for a Medium Rocket.
 - B. Tidal Marsh comprises 84% of the Launch Pad Clear Zone for a Medium-Large Rocket.
 - C. Tidal Marsh comprises 31% of the Launch Pad Clear Zone within 1,000 feet of the launch pad.
 - D. The Fairfield North/South launch pad is sited within 400 feet of tidal estuary and tidal marsh.
 - E. The Launch Site Retention Ponds are as close as 100' to the marsh.
 - F. Washout of retention ponds during hurricane flooding is not studied.
 - G. The Launch Pad Flame Trench directly faces tidal marsh which is less than 300 feet away. Flame Trench orientation directs exhaust contaminants straight into the marsh.
 - H. The Spaceport Camden site plan does not appear to have a water deluge capture system that is capable of processing 250,000 gallons of water.
 - I. The DEIS does not study exhaust waste contaminants present in deluge water vapor.
 - J. The Tidal Marsh is considered a buffer for spaceport activities. However, Camden County does not own the marsh bottom.
 - K. Incoming tides will move hazardous waste and debris upstream twice each day for more than 5 hours. Then, the outgoing tide will carry contaminants back over previously contaminated marsh, river banks and river bed. It is likely that the contamination will eddy in the vicinity of the spaceport increasing the accumulated concentration of contaminants.
 - L. Contaminants from launches will fall directly on marsh bottom that is exposed at each low tide.
 - M. Contamination of marsh bottom will directly impact the safety of commercially and privately gathered shrimp and crabs.
 - N. Tidal Marsh bottom is considered an important component of the food chain. Contamination of the marsh bottom will directly, indirectly and cumulatively impact the entire food chain with unpredictable impacts on birds, turtles and marine mammals that feed in the marsh.
 - O. Unlike the ocean, the marshes are rich with organic detritus that is part of the food chain which includes apex predators like Bald Eagles and humans.
 - P. Extensive research in the flushing times of tidal embayments for the Satilla River have not been included in the DEIS. The Satilla River requires substantially greater flushing times than other Coastal Georgia Rivers potentially increasing contamination of marshland.
- Comment Question 1: Why does the DEIS ignore Environmental Impacts to marsh land for a Launch accident over spaceport property which is the type of accident Camden admits is the most likely to occur?
- Comment Question 2: Why are tidal currents not considered in the study of Marsh Impacts?
- Comment Question 3: How is the accumulation of hazardous materials in estuaries and tidal marshes different than the same contaminants released into the open ocean at other licensed spaceports?
- Comment Question 4: Why has the extensive field of research in mixing and flushing of tidal embayments not been incorporated in the DEIS?

WR-04

PA-54

HW-20
AQ-13

WR-08

BR-15

BR-40

CO-10

HW-20

WR-08

WR-09

27. FAA Knows the Volume of Launches Increases Risk But Ignores Cumulative Ec Risk Involving Public Safety

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

GAO 15-706 Page 37 states, "As we have previously reported, industry changes could increase the government's exposure to third-party liability, but the amount of increase could be mitigated as long as the maximum probable loss methodology is reasonable and maximum probable loss calculation is accurate. Increases in the number of prospective launches and reentries would increase the number of times the government is exposed to potential claims. In addition, changes in the types of launches and reentries could increase the government's exposure but the increase could be mitigated if the maximum probable loss calculation accurately takes them into account."

"First, the number of launches and reentries covered by federal indemnification is forecasted to increase, and the federal government's potential exposure to third-party liability claims would increase with the added volume."

"In general, by increasing the volume of launches and reentries, the probability of a catastrophe occurring is also increased."

I0131

COMMENT(S) & COMMENT QUESTIONS

- A. It is unequivocal that the GAO considers increased frequency of launches equates to cumulative risk.
- B. FAA Ec Calculations consider only the risk calculated for each single launch.
- C. The FAA does not consider the cumulative risk to persons who may be exposed on a repeated basis.
- D. The FAA standard procedure contradicts with the basis of MPL calculations for permanent populations that reside in the Launch Hazard Area.
- E. The FAA has experience with this issue based on its knowledge of the increased risk to people who work or live in the take-off and landing patterns beyond the ends of runways.

Comment Question 1: Why does the FAA not have a process concerned with cumulative exposure to risk in the Launch Hazard Area?

Comment Question 2: Why does the FAA not have a process concerned with cumulative exposure to Health and Safety Impacts in the Launch Hazard Area?

Comment Question 3: Will the FAA devise a new Ec calculation method that includes cumulative risk to persons exposed multiple times to rocket launch risks?

CI-18

28. Inconsistent Application of Rules – Camden and Boca Chica

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

SpaceX Boca Chica FEIS page ES-4 Section **ES.2.1 Operational Activities** states, “*The proposed closure area was developed in consultation with the USFWS and NPS due to the presence of the Lower Rio Grande Valley NWR and the Palmito Ranch Battlefield NHL. In addition to including the FAA-approved hazard area, the proposed closure area includes the entire NWR and NHL, because the USFWS and NPS expressed concern over potential public intrusion in these sensitive areas during launch operations.*”

SpaceX Boca Chica FEIS page 7-1 Section 7.0, **UNAVOIDABLE ADVERSE IMPACTS**, states, “*Construction of the proposed vertical launch and control center areas would indirectly impact the setting and feeling of the Palmito Ranch Battlefield NHL. Three historic properties in proximity to the vertical launch area (the Cypress Pilings, Palmetto Pilings, and Palmetto Pilings Historical Marker) could be impacted by vibrations from high noise levels, which could cause physical damage to structural features.*”

COMMENT(S) & COMMENT QUESTIONS

- A. The Palmito Ranch Battlefield NHL is located approximately 3 miles southwest of the proposed vertical launch site. Unlike historic structures on Cumberland and Little Cumberland Islands, Palmito Ranch Battlefield NHL lies outside of the designated overflight area and behind the launch pad.
- B. The rocket launches from Spaceport Camden will unavoidably overfly Little Cumberland and Cumberland Islands' historic district and structures.

Comment Question 1: Why are different NEPA standards applied for Spaceport Camden and Boca Chica Spaceport?

NP-54

Comment Question 2: Has the FAA previously licensed rocket launches over accessible historic districts that are visited daily?

CR-18

Comment Question 3: How can the spaceport operator accurately know the number of people exposed in the hazard areas?

SA-08

Comment Question 4: How can the NPS or spaceport operator legally restrict the number of visitors to private property on Little Cumberland or Cumberland Islands?

PA-33

Comment Question 5: Why are historic structures on Little Cumberland and Cumberland Islands not afforded the same concern as those near Boca Chica?

CR-19

Comment Question 6: Why are the equivalent Unavoidable Adverse Impacts not identified in the Camden DEIS in Section 7, **UNAVOIDABLE ADVERSE IMPACTS**?

UA-01

I0131

29. Requirement to Comply with 14CFR1502.9(c)

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

40CFR1502.9(c) Agencies, requires that the FAA:

- "(1) Shall prepare supplements to either draft or final environmental impact statements if:
(i) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or
(ii) There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts."

COMMENT(S) & COMMENT QUESTIONS

- A. The Scoping document did not include Medium-Large rockets which have significantly greater environmental and human risk impacts than smaller rockets.
B. The Medium-Large Falcon 9 FT that is the model for the DEIS has up to 4 times the thrust and requires substantially more deluge water to control noise than the medium rocket proposed in the Scoping document.
C. The Medium-Large Falcon 9 FT that is the model for the DEIS generates substantially more noise and pollutants within the first 10 miles downrange due to its greater thrust.
D. The Medium-Large Falcon 9 FT that is the model for the DEIS carries more than 1,285,000 pounds of flammable and explosive fuel and FTS ordnance. The Medium lift class Antares 230 (current version) is loaded with approximately 685,000 pounds of flammable and explosive fuel and FTS ordnance.

Comment Question 1: How can such a substantial change not trigger the requirement to issue a Supplemental Draft EIS with the requirement to conduct a subsequent public hearing and comment period?

Comment Question 2: Does the FAA intend to issue a Supplemental Draft EIS after the non-compliance issues, errors, omissions, contradictions, and corrections are complete?

PA-52
PI-07

30. Failure To Apply Empirical Experience

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

The FAA is relying on statements from Camden County that it can produce a rocket equivalent to the SpaceX Falcon 9 FT allowing an OEZ and Launch Hazard Area substantially smaller than those imposed at other spaceports for the same rocket.

COMMENT(S) & COMMENT QUESTIONS

- A. It defies logic and common sense that the FAA can accept Camden's theoretical calculations instead of the accumulated empirical evidence gained from more than 55 launches of the Falcon 9 FT and its predecessors.
B. The FAA has failed to respond to my Freedom of Information Act Request of May 6, 2018 asking for the following items demonstrating the FAA can validate its existing regulations or any proposed changes to their regulations:
- a. All records indicating the **scope, quantity, size and/or impact distribution pattern of rocket components** intentionally or accidentally shed during flight from any FAA-licensed rockets that have impacted within 100 nautical miles downrange during any FAA-licensed launch.
 - b. All records indicating the scope, quantity, size and/or impact distribution pattern of debris resulting from an accident that have impacted within 100 nautical miles downrange during any FAA-licensed rocket launch.
 - c. All records indicating the scope, quantity, size and/or impact distribution pattern of debris resulting from the use of a Flight Termination System that has impacted within 100 nautical miles downrange during any FAA-licensed rocket launch.
 - d. All records indicating the scope, quantity, size and/or impact distribution pattern of debris resulting from SpaceX CRS-7 explosion June 28, 2015, from Cape Canaveral, Florida.
 - e. All records indicating the scope, quantity, size and/or impact distribution pattern of debris resulting from the SpaceX Amos-6 launch pad anomaly on September 1, 2016, from Cape Canaveral, Florida.

I0131

- f. All records indicating the scope, quantity, size and/or impact distribution pattern of debris resulting from the Orbital ATK Orb-3 launch explosion on October 28, 2014, from Mid-Atlantic Regional Spaceport.

Comment Question 1: When will the FAA respond to my Freedom of Information Request of May 2018?	GC-11
Comment Question 2: Can a theoretical calculation substitute for empirical evidence where there is substantial history of performance for the purposes of the EIS?	PA-44
Comment Question 3: By what means can the FAA demonstrate that Ec calculations have been proven accurate for the Launch Hazard Area in the range of 4 to 10 miles from the launch pad?	SA-01
Comment Question 4: What is the proper title of the FAA document defining the procedures and requirement for determining Equivalent Level of Safety?"	GC-12
Comment Question 5: Has the FAA ever licensed a launch using a maximum 5-mile wide Launch Hazard Area for a Medium-Large class rocket at a distance of 10 miles from the launch pad? If so, please indicate which launch was licensed.	
Comment Question 6: Has the FAA ever licensed a launch using a maximum 5-mile wide Launch Hazard Area for a Medium class rocket at a distance of 10 miles from the launch pad? If so, please indicate which launch was licensed.	LC-09
Comment Question 7: Has the FAA ever licensed a launch using a maximum 5-mile wide Launch Hazard Area for a Medium-Small class rocket at a distance of 10 miles from the launch pad? If so, please indicate which launch was licensed.	
Comment Question 8: Has the FAA ever licensed a launch with an OEZ extending less than 4 miles from the launch pad for a Medium-Large class rocket? If so, please indicate which launch was licensed.	
Comment Question 9: Has the FAA ever licensed a launch with an OEZ extending less than 4 miles from the launch pad for a Medium class rocket? If so, please indicate which launch was licensed.	
Comment Question 10: Has the FAA ever licensed a launch with an OEZ extending less than 4 miles from the launch pad for a Small class rocket? If so, please indicate which launch was licensed.	LC-10

31. FAA Must Evaluate Applicant-submitted Information for NEPA

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

FAA Order 1050.1.F, 2-2.1.a. Responsibilities of the Federal Aviation Administration, states the following are General FAA Responsibilities:

- (1) *Ensuring compliance with NEPA, the CEQ Regulations, this Order, and other environmental requirements;*
(2) [...]
(3) *Independently and objectively evaluating applicant-submitted information and EAs and taking responsibility for content and adequacy of any such information or documents used by the FAA for compliance with NEPA or other environmental requirements;*

COMMENT(S) & COMMENT QUESTIONS

- A. The FAA's own guidance states that its NEPA responsibilities include "*Independently and objectively evaluating applicant-submitted information.*" There is no indication in the DEIS the FAA has reviewed Camden's Hazard Analysis claiming an OEZ that stops short of Cumberland and Little Cumberland Island and supports a Launch Hazard Area that is approximately 5 miles wide.
B. The FAA's own guidance states that its NEPA responsibilities include "... *taking responsibility for content and adequacy of any such information or documents used by the FAA for compliance with NEPA or other environmental requirements;*"
C. At no point in the DEIS does the FAA acknowledge that it has "*Independently and objectively evaluating applicant-submitted information*" and agrees with Camden's claims it can prove its substantially smaller Launch Hazard Area.

Comment Question 1: Where in NEPA regulations or FAA Order 1050.1F is the FAA allowed to accept theoretical calculations or the applicant's statements to define the MEPA required Region of Influence?	PA-44
Comment Question 2: Why did the FAA allow the applicant to provide a Noise Impact study based on the smaller Medium-lift-class rocket when the Proposed Action is for a Medium/Large-lift-class rocket?	PA-52 NC-16

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Comment Question 3: Why did the FAA fail to study the possible Impacts of highly toxic and high corrosive hypergolic fuels often used in upper stages or payloads even though they are identified as "special fuels" on page 2-10?

AQ-03
HW-06
HW-21

32. Insufficient Study of Impacts on Union Carbide and Bayer Properties

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

Page 2-34: "Because FAA regulations 29 (14 CFR §420.21) require launch pads to be at least 10,600 feet (for medium-lift-class to large-lift-class launch vehicles) from the launch site boundary, vehicle debris from the explosion would be expected to be confined to the launch site."

COMMENT(S) & COMMENT QUESTIONS

- A. Camden states that the RCRA Hazardous Landfill would remain owned by Union Carbide/Dow. The boundary for the Landfill parcel is 9,000 feet from the launch pad. This proximity does not allow sufficient boundaries required in 14CFR 420.21(b) for Medium/Large or Medium rockets unless the FAA waives requirements for this rule. There is no mention of the required waiver in the DEIS.
- B. The Bayer property is 3,100 feet from the Launch Pad. A Bayer Brownfield is 4,700 feet from the launch pad and is entirely surrounded by spaceport property. The minimum boundary requirement for Small-lift-class rockets is 7,300 feet. There is no mention of the required waiver in the DEIS.
- C. However, the EIS defers consideration of downrange Health and Safety Impacts to a post-EIS process because it does not have a launch application to consider.
- D. It appears that the applicant has applied for a reusable launch vehicle so that it can use licensing exceptions addressed exclusively to reusable rockets.

LC-11

Comment Question 1: Is the FAA aware that Camden County intends to subdivide the Union Carbide property to exclude the Hazardous Landfill from the spaceport property?

PA-18
LC-11
NP-24

Comment Question 2: Has the FAA approved Landing Pad clear zones closer to property boundaries than those specified in 14CFR420 Table 2?

NP-25
NP-26

Comment Question 3: Has any NEPA Impact Study been conducted related to the proximity of the RCRA Hazardous Landfill?

Comment Question 4: Have there been discussions with the Georgia Environmental Protection Division about the environmental risks associated with launch activities?

Comment Question 5: Have there been discussions with the Georgia Environmental Protection Division about the Environmental Covenant restricting all development activity on the Union Carbide property?

Comment Question 6: Why has the FAA accepted an DEIS that does not include comprehensive analysis of known and unknown environmental hazards on the Bayer property that must be acquired by Camden to allow for sufficient boundaries?

33. Significant Factual Error Page 2-34

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

Page 2-34: "Because FAA regulations 29 (14 CFR §420.21) require launch pads to be at least 10,600 feet (for medium-lift-class to large-lift-class launch vehicles) from the launch site boundary, vehicle debris from the explosion would be expected to be confined to the launch site."

Page 2-2: "Bayer CropScience has indicated a willingness to sell the property to Camden County, should the County pursue the purchase. However, should the County not purchase the property nor reach an agreement to build on Bayer CropScience property, this facility would have to be relocated. Alternative locations for the facility would be assessed to determine the need for additional environmental impact analysis and documentation."

I0131

COMMENT(S) & COMMENT QUESTIONS

- E. Factual misstatement: 14cfr420.21 Table 2 requires 9,300 feet boundary clearance for Medium-lift-class rockets, 10,600 feet for Medium/Large-lift class rockets, and 13,000 feet for Large-lift-class rockets.

Comment Question 1: Did the FAA review the DEIS prior to its release to the public?

]
NP-27

34. Factual Error Example

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

DEIS Page 2-47, states, "The U.S. Fish and Wildlife Service (USFWS) suggested that facilities be located to avoid and accommodate species and habitat of special concern."

Camden responded:

"-additional buffer has been provided should the need arise to move locations."

"For instance, moving the Vertical Launch Facility further to the southwest by 1.25 miles would result in movement of the noise profiles further southwest, which would then result in further potential for noise impacts to Little Cumberland Island and a larger closure area closer to shore."

COMMENT(S) & COMMENT QUESTIONS

- A. The DEIS provides no indication that there is any flexibility in moving the Launch Pad facilities.
B. Relocating the Vertical Launch Facility on a bearing of 205 degrees places the launch pad further from LCI providing less overflight over LCI and fewer potential impacts.
C. The change in location adds 1,100 feet additional public-owned beach to the closure area, increasing the closure area from 3.54 miles to 3.87 miles.

Comment Question 1: Is the real reason for Camden's position is so that it does not address boundary implications?

Comment Question 2: How does weak and incorrect analysis like this make it into the DEIS?

]
PA-72

35. FAA Can Terminate An EIS

REASON: Non-compliance Contradictions Error/Omission Did not Study Taking Other

RULE/CODE/AUTHORITY/ DEIS CONTENT

FAA Order 1050.1F, Section 7-1.3. Decision Not to Prepare an Environmental Impact Statement.

"Under certain circumstances, the FAA may choose to terminate an EIS."

COMMENT(S) & COMMENT QUESTIONS

- A. In various carefully-worded statements, the public has been told that the EIS application is "an applicant-driven process." The implication is that FAA can only respond to what an applicant wants them to do.
B. In any case, the FAA is not prepared to address a Spaceport EIS that is complicated by the presence of near-downrange residents, an unavoidable National Seashore, a Designated Wilderness Area, incomplete or biased representation of facts, impacts, the Region of Influence, and the Affected Area.
C. The FAA does not include the required Health and Safety Impact Study and has not established required significance thresholds for Children's Health and Safety Impacts.
D. The DEIS does not provide enforceable, affordable and practical mitigations for known hazards.
E. The DEIS does not address the waivers that would be required to meet NEPA and FAA regulations.
F. It is unclear that the FAA can defer Health and Safety issues to a post-EIS process.

COMMENT(S) & COMMENT QUESTIONS

Comment Question 1: Does the Spaceport Camden Draft EIS meet minimum standards for continuation of its Spaceport Camden EIS?

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NP-55

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Comment Question 2: Is the FAA prepared to process the rule-making and procedure changes necessary to comply fully with NEPA?

Comment Question 3: At what point does the FAA make the decision the EIS is a waste of time and its limited resources?

Comment Question 4: What is the FAA process, instructions or directive that provide guidance for how the FAA determines to terminate an EIS?

NP-55

I0132

9 June 2018

Ms. Stacey M. Zee
Spaceport Camden EIS
c/o Leidos
2109 Air Park Rd. SE Suite 200
Albuquerque, NM 87106

Thank you for the opportunity to comment on this significant proposed project. Public scrutiny is the primary watchdog for NEPA non-compliance.

Adverse environmental effects must be adequately identified in the DEIS to be evaluated. The FAA must fully consider detailed information regarding environmental effects before a decision is made, but this DEIS lacks many facts, has many omissions and inconsistencies which lead to unsupported judgements and much confusion. In my opinion, this document is not a fair consideration of environmental impacts of the proposed action.

---- Contents----

- List of subjects NOT included in the DEIS
- Subjects discussed
 - 1. Hazardous Material
 - 2. Hazzard Zone
 - 3. Noise
 - 4. Light
 - 5. Eagle
 - 6. Sea Turtle
 - 7. Satilla Marsh Island
 - 8. Wilderness
 - 9. Constructive use
- General Questions/Comments

Conclusion

The decisions in this Draft EIS are not well-reasoned based on full disclosure of the environmental impacts. Information *not* included in some cases is improper, and most cases precludes transparency, and thus a fair consideration of the environmental impacts. I hope the document can/will be re-done to fulfill the NEPA requirement and to protect Georgia's beautiful, productive coast.

Sincerely,



I0132

**COMMENTS ON
DRAFT ENVIRONMENTAL STATEMENT
For
SPACEPORT CAMDEN**

8 June 2018

C. Ruckdeschel

NOT INCLUDED IN THE DEIS

The potential for constructive use is not evaluated (4-29).

Security Plan (9).

Corrective Action Plan (19).

Mitigation Plan (27).

Lighting Management Plan (4-14).

Total extent of wetland impact (4-120).

Total extent of stream impacts (4-123).

Erosion control Plan (4-124).

Storm Water Pollution Prevention Plan (4-125).

Spill Prevention Plan (4-126).

Hazardous Waste Management Plan (4-126).

Protected Species Management Plan (6-2).

Provision for "authorized persons" (6-2).

Flight safety analysis (14 CFR 417.223).

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ED-04]

COMMENTS ON:

1. HAZARDOUS MATERIAL

The "Corrective Action Plan" for the historical contamination sites should be accomplished and the results part of this DEIS document. This was also suggested by the US Fish and Wildlife Service (A-120). There is a potential for public and environmental harm considering mortar ammunition, trip flares, tear gas, and numerous toxic chemicals may lurk just beneath the surface of the property proposed for the project. Direct handling of munitions and explosives of concern, as well as indirect contact, have the potential to result in injury or death (4-37).

[HW-22]

2. HAZARD ZONE

The Draft EIS stated that the hazard zone encompassed areas that could be affected by debris from a rocket failure (2-28). FAA regulations (14 CFR part 417.223) admonished that a Flight Safety Analysis must include a Flight Hazard Area Analysis that identifies any region that must be controlled or evacuated in order to control the risk to the public from debris impact hazards. This must include regions of land potentially exposed to debris resulting from normal flight events, as well as from potential malfunctions.

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Under “Environmental Consequences,” in a discussion of drone activity relating to activities for clearing and patrolling the area, the DEIS stated, “...evacuation of visitors and residents would generally occur before operations of these aircraft begin (4.72).” Under Wilderness it stated that various portions of the Cumberland Island Wilderness will be closed to the public during launches/landings for safety concerns (4-62).

But, confusing the issue are comments regarding “stakeholders that are a part of the process,” and the fact that “provisions for ‘authorized persons’ *would also be determined* and implemented (e.g., residents, vacation house owners, permit-holding campers, and NPS personnel.” Elsewhere in the DEIS is stated that “up to 24 allowed campers a day at Brickhill Bluff, plus other residents and potential persons at habitable structures on the north end and Little Cumberland would be considered ‘authorized persons’ and could remain (4-59).” And also, “up to 72 campers would be authorized to remain within the Wilderness during any given launch event (2-62).

Safety of the public should be a major concern, and thoroughly explained in this document. The fact that the DEIS used the future tense when referring to “provisions for authorized persons” (would be determined and implemented), is confusing, even though it is clear who these people would be. Details are lacking. Will landowners (I am a permanent resident) and the general public (campers) truly be allowed to remain in the hazard zone beneath a launched, private, commercial rockets, with known failure rates? If so, why go to the considerable expense of elaborate security involving state law enforcement agencies, the Coast Guard, Navy, and Marine Corps., etc. to ensure other parties are not in harm’s way? Are inconvenient island landowners expendable? Inconvenient campers, who will scream if they are denied their reservations made months prior? All I can think of is that the forced removal of both would trigger an immediate “take” response from DOT Section 4(f) and cause serious problems with the project. Transparent details on how “authorized persons,” who are in fact, the general public, can be allowed to remain in such a precarious position must be provided.

Could you also please show the amount of insurance this project, the county, will have to cover human life and property?

3. NOISE

Pile-driving during construction, rocket tests, and rocket launches and landings would provide a level of noise never before heard on Cumberland Island. Not only would the facility destroy the nature of the county coastline, but it would remove all incentive for campers to hike to the north end to enjoy the Wilderness. Silence is golden, and a condition evading most of our lives, with the rapidly growing human population. National Parks protect that value, but in this case, the public is at the mercy of DOT, Section 4(f) to protect the values of the National Park.

The DEIS stated that any rocket trajectory would produce a maximum noise level of 65 dBA or greater (3-34). It continued to explain that above 66 dBA conversation became difficult. The Settlement/Wilderness is expected to sustain periodic noise levels between 80 and 90 dBA under all launce trajectories (4-50). In all cases, events would exceed standards identified by the FAA, and fall into the “constructive use” of the National Park category of DOT, Section 4(f).

What does dBA mean? Decibels (dB) are the usual measurement of the magnitude of sounds. But this DEIS considers only human hearing sensitivity. Very low and very high frequencies are filtered out, creating the “A-weighted scale, thus “dBA” (3-74). Magnitude changes with frequency, making the resulting number meaningless for the natural world, and inappropriate from which to judge the impact of noise on biological resources. Human hearing ranges between about 25-60Hz to about 19-23KHz, while

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local animals have a much wider range (50Hz-150KHz), especially marine mammals. Amphibians and reptiles are also very sensitive to seismic vibrations, which are not addressed in the DEIS regarding communication and effect on their behavior.

The DEIS stated that noise during critical life cycle activities of birds, such as nesting and rearing young, was of most concern. Noise could lead to abandonment of nesting activities and stranding of the young (4-9). It went on to state that the FAA could not require the county to conduct pile-driving outside the bird breeding season, but did not explain any mitigation measures. Such noise certainly falls into a “taking” under DOT, Section 4(f) category, since the protected area of concern is owned by the state of Georgia.

DEIS:

- Temporary noise intrusions would result in a cumulative effect in the National Seashore (5-7).
- Noise originating from the proposed facility... is “similar to existing conditions on Cumberland Island (4-26). Then it must be **doubled** for “cumulative effect.”
- Structural damage caused by noise is unique to intensity, duration, frequency, and the materials and construction of the structure (3-76).
- Table 4.81 shows the Trimmings house in the Settlement (where I live full-time) as being constructed in 1935-1940. The owners got the property in 1890, when the Settlement was developed, and lived in the house until the 1940s.
- Historic properties in the Settlement would be subject to periodic noise levels of between 85 and 90dBA under all launch trajectories (4-50).
- Historic properties in the Settlement would be subject to Lmax of at least 111dB for all proposed launch trajectories, resulting in possible effect to structural elements (4-51).
- Damage from sonic booms could include glass breakage, damage to outside walls or other structural elements (4-51).
- If structural damage were allowed to accumulate, that would be an adverse effect (4-51).

All above are “noise” facts from the DEIS and relate to protected areas, including the National Seashore, and are covered under DOT, Section 4(f). All result in *constructive use* of the areas, which is prohibited by this Act.

4. LIGHT

The proposed Camden space facility would have a 250 foot water tower and lighting towers, well above the tree line, which themselves would have lighting as “aerial obstructions” (4-115). Lighting from the towers would illuminate the assembled rocket on the launch pad a couple nights a month, dusk to dawn (4-118). There would also be one night launch per year. Why only one? Lighting at the launch pad is for safety reasons; conservation reasons cannot govern use (4-115). That should increase the “impact” greatly!

Skyglow is caused by light reflecting from illuminated surfaces or directed upward. It is then reflected back to earth producing a generalized glow (night radiance) over the area (3-103). The DEIS stated the radiance produced by the Camden facility would be visible and measureable to “above low” on the radiance map. Is that moderate or high? Presently the nearest noticeable radiance is from Brunswick to the north, and Kings Bay to the south. According to the DEIS map (3.13-4), that area is the *only* coastal location in south Georgia that presently has low nighttime radiance. Very important!

The DEIS stated:

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- Skyglow could cause moderate impacts to the dark sky character of protected areas (4-116).
- Overall impact: moderate to **high** due to sensitivity and dark sky values of the adjacent Cumberland Island National Seashore (4-104).
- Artificial light associated with the project operations would result in **long-term** and moderate adverse impacts (4-62).
- In addition, light from pre-launch activities would result in short-term, moderate adverse impacts (4-17).
- Light for launches and landings would be considered short-term, moderate to **high** adverse impacts.
- Skyglow would result in **long-term** impacts (21).

The biased, unsupported judgement by the FAA follows:

- Effects on dark skies would likely not rise to a level of substantial impairment (4-116).

No explanation of “impairment” was given. Mitigation measures were recommended to control the impact of skyglow and glare. They were simply to develop a Lighting Management Plan (which should have been included in this DEIS for public review!) and to consult with a professional when developing the lighting design for the facility (6-2). The FAA did not agree that the above adverse impacts would result in DOT, Section 4(f) “constructive use.” Why?

The amount of new, artificial light produced by the proposed action will dramatically effect Cumberland Island National Seashore and the Cumberland Island Wilderness, causing severe impairment of public land. Under Department of Transportation Act, Section 4(f) such action would be termed “constructive use,” for which the FAA is solely responsible.

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BR-24

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BR-29
BR-65

5. BALD EAGLE

No mention was made in the DEIS of Bald Eagles, a protected species, regularly nesting on both Little and Big Cumberland islands. Nests are frequently within 4 to 5 miles of the proposed launch pad, and within the hazard zone. They would be subject to extreme periodic noise and light during all phases of the project, which would be considered harassment.

6. SEA TURTLES

While the FAA has no concern that the proposed project will have any effect on protected sea turtles in the area and their nesting on Cumberland Island, others do. Saying that Cumberland Island is 5.5 miles from the proposed launch pad (A-364) is incorrect. The nearest nesting beach is only 3.5 east of the proposed construction site (4-56). Will the noise deter the adults from nesting? Will the light entrain hatchlings west to their demise?

My personal experience working with nesting sea turtles on the Cumberland Island beach included a change in the skyglow. One night I realized there was an unusual amount of “heat lightning.” The sky would light up, then return to darkness, but the light occurred regularly. I learned that regulations had required Gilman Paper Company to install obstruction lighting on their tall chimney, and that was my “heat lightning.” With any cloud cover, the light was not only visible, but annoying. After complaints, the company reduced the intensity of the lights and they were no longer visible from the north end of the island. The Gilman facility was 14½ miles from the beach! The 250 foot lighting towers and the water tank at the proposed Camden facility are to have obstruction lighting also, which will be only 3.5 miles away, guaranteeing constant, pulsing light at the nesting beaches.

I0132

The state of Georgia, Department of Natural Resources recognized the potential problems of the project lighting and sea turtles, and stated that lighting of the sky must be restricted during the sea turtle nesting season (A-432). Can/will the FAA do this to protect our sea turtles?

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BR-19

7. SATILLA RIVER MARSH ISLAND NATURAL AREA

Under "Affected Environment," the Satilla River Marsh Island Natural Area, a Marine Protected Area, is mentioned but not discussed or evaluated as to threats from the proposed project. This dynamic island, in season, is home to a magnificent assemblage of nesting birds. Georgia's first recorded nesting Pelicans were found here, and the island has been host to many species over the years. Because it is so vulnerable to wind and high water from storms, the island is ever-changing in topography and vegetative cover. This feature predisposes it as a perfect area for ground-nesting birds. Periodic instability and isolation discourages all but avian predators. The value of this island cannot be defined by observations from one or two years.

This marsh island is only 1.5 miles from the proposed launch pad (A-119).

The DEIS :

- Foreground vegetation is low allowing high visual access to the edge of the vertical launch facility to this marsh island. Towers would rise above the tree canopy.
- Artificial light associated with Spaceport daily operations would result in long-term and moderately adverse impacts. Prelaunch operations: short-term, moderately adverse impacts; and launches/landings short-term, moderate to high adverse impacts.
- Overall sky glow would cause moderate impacts to the dark sky of protected coastal areas.
- Camden County UDC ordinances would preserve the natural and visual quality of the natural and visual quality of the Satilla River shoreline.

Seemingly ignoring the above extremely conservative facts, the FAA's unsupported conclusion was that neither construction nor operation of this proposed facility would adversely or significantly impact coastal resources or this protected natural rookery. Such a decision is an insult to the state of Georgia, trying to protect our wildlife, all Georgians, and the NEPA process itself. Please revisit your incorrect conclusions in light of the DOT, Section 4(f) mandate to protect such exceptional, government-owned, protected areas.

8. WILDERNESS

Once threatened by development of the Apollo Moon Base, Congress saw that the Cumberland Island Wilderness required Congressional protection.

Wilderness is synonymous with silence and darkness. Both artificial light and noise associated with the proposed project would have a significant detrimental effect on the Wilderness and the National Seashore in general. Would Congress have chosen Cumberland Island for a National Seashore if a spaceport had been there? Of course not. Would conservationists have struggled to have a Wilderness area established? Never. The DEIS stated: that potential noise-induced hearing loss would be negligible (4-88). Damage

]
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from sonic boom events could induce glass breakage, damage to walls, or other structural elements (4-51). Although vegetation and other structures would block the view of structures at the spaceport from the north end, Main Road, etc., visual and temporary noise intrusions would result in a cumulative effect on the park (5-7). Light would be introduced into an area that is dark and part of a valued condition for the National Seashore Wilderness (5-9). Long-term impacts to solitude and quality of Wilderness would result from skyglow and visual intrusion of tower and facilities (21). All the above constitute “constructive use” under DOT, Section 4(f) requirements.

Unsupported, biased judgements are presented by the FAA regarding impacts to the Cumberland Island Wilderness from the proposed project. For example: Impacts from anthropogenic noise sources outside the Wilderness (i.e. at the project site) would be short-term and minor (5-7). Cumulative impacts to solitude and primitive or unconfined recreation would not be significant (5-7). Noise levels originating from the spaceport are similar to those already experienced on Cumberland Island due to existing conditions, i.e. vehicles (4-26). And on and on. All of these impacts substantially impair the visitor experience in the National Seashore, and fall under DOT, Section 4(f) protection as a “constructive use.”

9. CONSTRUCTIVE USE

The Department of Transportation Act, Section 4(f), established requirements for consideration of park and recreation lands (3-32) in transportation project development. The Federal Aviation Administration includes the Office of Commercial Space Transportation, and Cumberland Island National Seashore is protected under Section 4(f). A “constructive use” of the property occurs when the proximity of a proposed project results in indirect impacts that would substantially impair the current use of the park, such as visual, noise, vibration impacts, or impairment to access of property (3-33). During the operation phase, including launches and landings, the impact of light emissions was judged by the FAA as “moderate to high” on the National Seashore (4-104), and would result in... moderate to high adverse impacts (4-62). Skyglow could also cause moderate impacts to sensitive areas, such as the National Seashore and Wilderness (4-116). It would also create a measureable new location on the night radiance map. The result would be “constructive use.”

In the DEIS, it is stated that any rocket trajectory would produce a noise level of 65 dBA or greater (3-34). Above 66 dBA, the document advised, conversation would be difficult (3-34). The north end of Cumberland Island is expected to sustain periodic noise levels between 80 and 90 dBA under all launch trajectories (4-50). In all cases, events would exceed FAA standards. During launches, landings, and static fire events, noise levels near launch and landing pads (appx. 2 miles southeast of Cumberland Island, 3-35) would exceed levels safe for human hearing (4-74). Damage from sonic boom events could include glass breakage, damage to outside walls or other structural elements (4-51). The result of all this would be “constructive use.”

Various portions of Cumberland Island National Seashore will be closed to the public for human safety concerns during lunches and landings (4-62). Restricting access to portions of the Seashore would prevent visitors from experiencing unconfined recreation and residents (I am a full-time resident in the Settlement) from use of their private property. Access restrictions associated with launch/landing operations would result in adverse effects to the solitude or primitive and unconfined recreation quality of the Wilderness and access to private property. The result would be “constructive use.” However, the DEIS appears to condone constructive as long as the FAA believes the use is infrequent or of short duration; or provides a greater benefit than the quiet and solitude mandated for Wilderness. Those are false arguments against the true 4(f) impacts when the FAA assumes the startle effect to humans is mitigated by forewarning days or hours in advance of a launch (). Non-involved third parties and nature will not stop their normal activities to wait for the commencement of a rocket launch.

SF-06

SF-06

I0132

Both visual and auditory intrusions from the proposed project would dissipate the aesthetic value of the National Seashore. The impacts of just noise and light, and viewshed will so severely affect the attributes that qualify the property for protection under Section 4(f) as to leave them substantially impaired.

Significance and visitor enjoyment would be lost, which constitutes a "use." The enabling legislation for Cumberland Island National Seashore requires that the Seashore be permanently preserved in its primitive state, not blanketed with noise and light, no matter how occasional. Furthermore, the closing of the Seashore to the public and private land owners during launch/landings would result in a "taking," which is "constructive use." The offer to take campers or other "authorized persons" off the island during a launch closure (4-59) is acknowledging that they may feel/are unsafe, and confirms a "constructive use" of the area

SF-06

The EIS stated that, "the potential for "constructive use" to occur as a result of closures or restricted access to parks and recreational areas was not evaluated in this analysis" (4-29), because information about specific launches at the proposed site "is not yet available" (4-29). However, at this time, the "FAA has made the preliminary determination that the proposed action would not result in a "constructive use" of the National Seashore (4-30). This is totally improper. Section 4(f) was intended to ensure this very thing did NOT happen, by requiring the consideration of the possibility that the project might point a "loaded gun" at Section 4(f) properties (i.e. the National Seashore) that lie beyond the project limit. For example, not allowing a highway to be built right up to the boundary of a park, then resuming it on the other side, so that sections within the park would "have to be" widened and use of the park "would be required." By saying "constructive use will be considered later," the FAA is "loading the gun." An evaluation could now be made of how ever many launches/landings are planned, and there should be no need to know exactly when those will occur to evaluate the effect they would have on the National Seashore and resources. There **will be** a "constructive use" of the National Seashore by this proposed project under Section 4(f) of the DOT Act ...period.

GENERAL QUESTIONS/COMMENTS

1. Have impacts from the proposed Camden project been tested on native local animals? Which ones? Covering the spectrum of their hearing ranges?
2. What is the rationale for only one night launch per year? Could that increase with no new assessment?
3. What happened to the index? It seems hopelessly scrambled, and does not include the Appendices.
4. Is the channel to the available dock at the proposed site presently deep enough to allow access to the ocean barge with the first stage rocket recovery?
5. Why are data presented for "medium" rockets, when the DEIS specified "medium to large" rockets, with more associated noise?
6. Will all rockets launched at the proposed site have a proven 2.5% to 6% failure rate?
7. Is the launch pad *really* 2 miles from the site boundary (2-34, Exhibit ES-3). It appears to be considerably less.
8. Why is the noise level from catastrophic rocket failures not discussed (4-69)? Extremes are important, and should be examined for this document.
9. How can several 250 foot tall towers and a 250 foot water tower NOT dominate an otherwise natural viewshed (4-109), when they are the *only* objects above the natural horizon?
10. Apparently, any trajectory proposed by a launch company will be entertained (5). Why does the DEIS not show all possible/practical trajectories? Again, extremes are important and what the DEIS should examine.

BR-16

BR-17

BR-33

PA-15

ED-10

PA-22

PA-52

NC-16

SA-03

PA-30

NC-19

VE-10

PA-16

I0132

11. It is disconcerting that such a wide array of options are available to rocket launchers outside the scope of this DEIS, all of which would require further scrutiny for NEPA.
12. The species name of *Quercus geminata* is misspelled (3-11).
13. Why would Table 4.9-2 show that there was no impact from noise or light to historic resources, apparently at the north end (4-63), when the text (4-51) clearly defines those potential effects?

[] BR-45
[] CR-07

Final Environmental Impact Statement

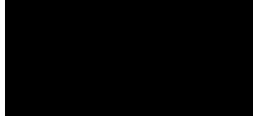
Spaceport Camden

10132



I0133

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

James Woods


Tuesday, June 12, 2018

6-11-2018

Dear Sir:

I write to express strong opposition to the proposed Camden County Georgia Spaceport site location directly adjacent to the Cumberland Island Wilderness area. I request the FAA abandon this extremely sensitive area so important to nature and wilderness visitors year around.

These two polar-opposite uses do not mix. A large noisy dangerous spaceport is bad for wilderness. Wilderness, if it is to remain wilderness providing quiet, solitude, intact wildlife populations clean air and water free from pollution and the invaluable escape from an increasingly manic world is priceless.

Wilderness and a spaceport are exact opposite extremes. That is opposites in character, quality and significance to the human condition. They can not coexist for long. Wilderness is the plain truth of planet earth. Spaceports represent meddling with the truth.

Look for a more suitable location for the spaceport. There is no more wilderness to be found. However there are hundreds if not thousands of polluted abandoned industrial zones where a spaceport would fit perfectly in the neighborhood and likely be welcomed with open arms.

Please reject the Camden County spaceport site right now and suspend further work on the Environmental Impact Statement.

I0133

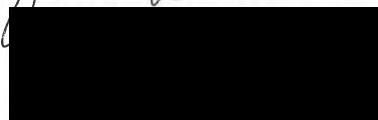
Launching spacecraft over or close by Cumberland Island Wilderness will destroy the wilderness character of the island. Don't do that. It is against the law to do so. Someone like me might sue in an effort to save what little beautiful wilderness remains.

Please note aircraft mishaps occurring within designated wilderness can be accessed by foot or horseback only. No mechanized access allowed by law including helicopters. Wreckage can be removed by packhorse or carried out by backpack.

Thank you for reading my letter and carrying out the above's request.

Sincerely,

Amber Wover

A large black rectangular redaction box covering the signature area.

I0133

James Woods

[REDACTED]
12 JUNI '25
PM 4 L



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

87106-323399

00000000000000000000000000000000

Final Environmental Impact Statement

Spaceport Camden

I0134

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Friday, May 4, 2018 2:21:21 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

Having worked on the Apollo project in the early 60's and into the 70's - I find that the impact on the local environment and population is too extreme so I would vote against establishing the Spaceport in Georgia.
RM Dailey

I0135

From: debboots5@████████
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: [SUSPECT SPAM] Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Monday, May 14, 2018 3:10:47 PM

Leidos ALERT - Any message containing links, attachments or asking for personal information could be a potential phishing attack. Please use caution when following links received in email messages.

This message has been identified as a POSSIBLE SPAM OR PHISHING ATTEMPT. Do not open any attachments or links unless you are comfortable they are from a trusted sender. If you have questions about suspicious emails, please contact the Leidos Service Desk at (855) 953-4367.

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

Message:

no to any proposed spaceport/satellite launch site. this is a lunatic unnecessary idea that is harmful in every aspect.

I0136

From: dgard1217@████████
To: FAACamdenSpaceportEIS
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Sunday, May 13, 2018 2:40:53 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

This would be a terrible thing for the park and for America. It is astounding that it would even be contemplated. Cumberland is the Jewel of the Eastern Seaboard and should be cherished and protected forever.

I0137

From: [Jessicabhowell@\[REDACTED\]](mailto:Jessicabhowell@[REDACTED])
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Monday, May 7, 2018 12:26:15 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I completely oppose this idea and it would be detrimental to the Georgia coast. Should not be allowed.

10138

From: katieclark0310@████████
To: FAACamdenSpaceportEIS
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Sunday, May 6, 2018 12:53:38 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

Cumberland Island is a national treasure as one of the last few wild places in the country. It would be devastating if this site was chosen for the project. Please consider the precious ecosystems, wildlife, and history of this place and look elsewhere for your launchpad/rocket space.

Thank you,
A concerned Georgian

Final Environmental Impact Statement

Spaceport Camden

I0139

From: kayakvet1@████████
To: FAACamdenSpaceportEIS
Subject: EXTERNAL: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Tuesday, May 8, 2018 6:08:14 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

Please do not contaminate Cumberland Island. This is just to close to this National Sea Shore which the wild life needs to be left alone, along with the whole of Georgia coast.

Final Environmental Impact Statement

Spaceport Camden

I0140

From: kdmorgan3747@████████
To: FAACamdenSpaceportEIS
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Saturday, May 5, 2018 8:38:19 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

Being from a family that was involved in the space exploration program that landed a human on the moon I grew up appreciating the importance of space exploration. At the same time my father who was an engineer in that program taught us the value of natural resources and importance of caring for the earth. Cumberland Island is one of the most magical and important places in terms of the barrier island ecosystem In the northern hemisphere. Please reconsider the importance of the island as an irreplaceable element to our survival when Making a decision about the spaceport location.

I0141

From: [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Tuesday, May 8, 2018 8:06:34 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I oppose this project. The environmental impact study is incomplete and we can not risk losing a true Georgia treasure in Cumberland Island. Do not allow this project to go forward.

Thank you,
Marjorie Pomper

I0142

From: yldkat01@████████
To: FAACamdenSpaceportEIS
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Tuesday, May 8, 2018 9:17:33 AM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

Are you kidding me.... to allow a director that flim-flammed Texas out of ten million dollars without even EXCar and to sell advance tickets for a ride when he had nothing to sell and then to bankrupt in November then to just fall into Camden County with all this bull, no real environmental studies and to have Camden County invest in this when we are so heavily taxed now, we could use this money for so many other things. I think the taxpayers should demand reimbursement for the million dollars already spent Numbident

I0143

From: [Rod Lambert](#)
To: [FAACamdenSpaceportEIS](#)
Subject: EXTERNAL: Comment to the FAA
Date: Wednesday, May 9, 2018 12:49:04 PM

Greetings,

I would like to applaud the Camden Spaceport and associated executives for your hard work at making the great state of Georgia an active player in the new age of technology. This was an exciting, cutting-edge opportunity for the state and thank you for seizing the opportunity. I understand that some individuals maybe concerned about environmental impact, but I am not. With the amount of regulatory controls, I think that this activity creates a concern not greater than any given factory, shipping port, power rector, or chemical storage facility that is currently operating in the state. Furthermore, I see the opportunity for these activities to grow Georgia's ability to advance its students in the area of Science, Technology, Engineering, and Mathematics (STEM). Georgia has a number of educational programs and this creates the additional opportunity for those skills to obtain jobs right here in that state of Georgia. In comparison, I see this activity as creative and cutting-edge as the person who took that steps to make Georgia the booming new filming hub for the major films that are being created here.

Congratulations on your efforts,

Rodriques A. Lambert PhD, MPH

Final Environmental Impact Statement

Spaceport Camden

I0144

From: lsqiles [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Sunday, May 6, 2018 7:27:43 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

I am in full support of the Camden County space port project. The high tech jobs created, not to mention the support jobs required to support the space port will be a boon to the area.

Final Environmental Impact Statement

Spaceport Camden

I0145

From: stephenfleming [REDACTED]
To: [FAACamdenSpaceportEIS](#)
Subject: Message from www.faa.gov: faacamdenspaceporteis@leidos.com
Date: Wednesday, May 9, 2018 3:50:00 PM

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/camden_spaceport/

Message:

My sister, an aunt, and a niece all live in Brunswick, only a few miles from the proposed launch site. Maintaining the natural beauty of the Georgia coast is very important to them... and to me.

That being said, I don't believe that the Camden Spaceport will substantially damage the beauty, the peace, or the property values of the surrounding area. Rocket launches are expected to be relatively rare and relatively short duration. The noise might be a bit of a bother, but no louder than living near train tracks.... and only for a few minutes a month. And I simply don't believe there is significant risk of "rockets falling out of the sky" onto private property. Delta Air Lines flies overhead every day, and I don't worry about a 737 dropping on top of me.

My family and I strongly support the proposed spaceport, and we look forward to the increased economic prosperity which it will deliver.

A.1.2.2.6 Comments Submitted via Verbal Testimony (Public Hearing Transcripts)

April 11, 2018, Public Hearing

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1 FAA OFFICE OF COMMERCIAL SPACE TRANSPORTATION
2 IN RE: EIS for SPACEPORT CAMDEN,
3 CAMDEN COUNTY, GEORGIA
4 PUBLIC HEARING

CERTIFIED COPY

5
6 Public Hearing Proceedings with Wendy Lowe as
7 Facilitator, taken by Teresa Wynn, FPR, at the Camden
8 County Recreation Center Community Room, 1050 Wildcat
9 Drive, Kingsland, Georgia, Wednesday, April 11, 2018,

10
11 5:30 p.m.: Open House / Poster Session
12 6:30 p.m. - 6:50 p.m.: FAA Presentation
13 7:00 p.m. - 8:30: Formal Public Comment Period

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15
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I N D E X

PUBLIC SPEAKERS:

Mr. Steve Weinkle.....	21
Mr. Larry White.....	23
Ms. Rebecca Dopson Lang.....	24
Mr. Dick Parker.....	26
Mr. Kevin Lang.....	29
Mr. Alex Rodriguez.....	32
Ms. Rachel Baldwin.....	35
Ms. Jackie Eichhorn.....	36
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Mr. Chuck Hunsaker.....	41
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Ms. Helen Regnery.....	72

* * * * *

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1 MS. ZEE: Good evening. Hello to everyone,
2 and thank you for coming tonight. My name is Stacy
3 Zee, and I'm with the Federal Aviation
4 Administration. Thank you for coming to tonight's
5 public hearing. The purpose of the hearing is to
6 accept public comments on the Draft Environmental
7 Impact Statement, or EIS. So the purpose of the
8 Draft EIS is to evaluate potential environmental
9 impacts associated with the issuance of a Launch
10 Site Operator License to the Camden County Board of
11 Commissioners for a proposed commercial spaceport
12 site called the "Spaceport Camden."

13 So the goal of this public hearing is to
14 provide you, as members of the public, with an
15 opportunity to provide your comments on the Draft
16 EIS.

17 Next, I'd like to introduce Wendy Lowe. She
18 will be the moderator for the meeting, and she will
19 review some points for tonight's meeting.

20 Thanks.

21 MS. LOWE: Thanks, Stacey.

22 Okay. So as Stacy just explained, my name is
23 Wendy Lowe. And my job is to be the moderator for
24 tonight's meeting.

25 For the record, today is Wednesday,

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1 April 11th, 2018, and this hearing is being
2 convened at the Community Room of the Camden County
3 Public Services Authority Recreation Center, which
4 is located at 1050 Wildcat Drive, in Kingsland,
5 Georgia.

6 This hearing is one of two that are being
7 held during the public comment period for the Draft
8 Environmental Impact Statement. The other hearing
9 will be tomorrow evening in the same location at
10 the same time.

11 And it is now 6:33 p.m.

12 I want to point out a few housekeeping items
13 for you. First, as is pretty obvious, we have a
14 sign language interpreter here. Her name Trina
15 Escobar. So she will be providing this service for
16 the duration of the meeting tonight.

17 The second thing is restrooms and water
18 fountains are located out the two sets of doors in
19 the back. There are different sets, so either one
20 of those doors will get you to a restroom or a
21 water fountain. If there is an emergency and we
22 have to leaving the building in a hurry, any one of
23 the four doors that is marked "exit" will get you
24 out of the room; those two going to the rest of the
25 recreation center first and then out; these two go

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1 directly outside. So let's see. Please feel free
2 to leaving the hearing room at any time, but we
3 request that if you do so, you do it in a way to
4 minimize distraction from the official proceedings.
5 And please silence your phones and refrain from
6 conversations in this room.

7 So Stacey Zee and her colleague Pam Underwood
8 are with the Federal Aviation Administration's
9 Office of Commercial Space Transportation. And
10 they're here tonight to share information with you
11 about the proposed project and to listen to your
12 comments. As a federal agency that has the
13 authority for issuing the Launch Site Operators
14 License, the FAA's Office of Commercial Space
15 Transportation is responsible for preparing an
16 environmental impact statement to evaluate the
17 impacts associated with the launch site in
18 compliance with the National Environmental Policy
19 Act.

20 So they're going to be sitting here at the
21 front of the room like they are right now to
22 receive your comments. And before we get too much
23 farther along, Pam Underwood is going to share a
24 presentation that has information about the Draft
25 Environmental Impact Statement.

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1 MS. UNDERWOOD: Good evening, and welcome to
2 the public hearing for the FAA's Environmental
3 Impact Statement for the proposed Spaceport Camden
4 in Camden County, Georgia. My name is Pam
5 Underwood. I'm the licensing representative for
6 this project. Also speaking this evening, as
7 you've heard, is my colleague Stacey Zee. She's an
8 environmental specialist in our office, and she's
9 also the lead for this environmental action.

10 The purpose of this presentation this evening
11 is to explain FAA licensing and the environmental
12 review process and to explain the proposed action
13 and alternatives analyzed in the EIS.

14 Afterwards, you will be given an opportunity
15 to submit comments concerning the potential
16 environmental issues associated with the EIS. Your
17 comments will help us in preparing the analysis of
18 the environmental impacts that could result from
19 construction and operation of the proposed
20 commercial space launch site.

21 Can you do the next slide, please? Back up.
22 Okay. Thank you.

23 I apologize for that. So for the first slide
24 here, we'd like to discuss why we are here, why are
25 we holding this meeting today. And this is because

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1 the Camden County Board of Commissioners proposes
2 to establish a nonfederal launch site that is
3 county-controlled and county-managed. The county's
4 goal is to provide a launch site option other than
5 federal range/installation than in other locations
6 around the country.

7 The county proposes to construct and operate
8 a commercial space launch site called the Spaceport
9 Camden that would allow the county to offer
10 commercial space launch -- this site to the
11 commercial launch providers to conduct operations
12 of liquid-fueled, small to medium-large lift class,
13 orbital and suborbital vehicle launches from this
14 location.

15 Camden County proposes the first stage of
16 some of those vehicles at the site to come back to
17 the site and land on a barge approximately 200 or
18 300 miles off the shore in the Atlantic Ocean. In
19 order to construct and operate a launch site, the
20 county must apply for a Launch Site Operator
21 License from the FAA Office of Commercial Space
22 Transportation. The FAA licenses and regulates the
23 commercial space launch and reentry activities as
24 well as the operation of commercial launch and
25 reentry sites to ensure the protection of public

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1 health and safety, and the safety of property, the
2 protection of the United States national security
3 and foreign policy interests of the United States.

4 Additionally, all future vehicle operators
5 will also be required to apply to the FAA Office of
6 Commercial Space Transportation for a launch
7 license prior to conducting any particular launches
8 from this proposed site.

9 Future proposed activities that are outside
10 the scope of this environmental impact statement
11 could require additional environmental analysis
12 under NEPA. A supplemental environmental analysis
13 could be required when one or more of the
14 parameters of the proposed construction or launch
15 activities fall outside of what is analyzed in the
16 current EIS.

17 Next slide, please.

18 The FAA's licensing authority extends to
19 commercial space launch activities. The FAA issues
20 licenses for the operation of commercial space
21 launch and reentry sites. The FAA issues licenses
22 for commercial orbital and suborbital launch
23 vehicles and for purposeful reentries.

24 Although the FAA has the authority to issue
25 experimental permits for developmental suborbital

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1 rockets, experimental permits are not part of the
2 proposed action analyzed in this EIS.

3 The FAA does not license activities that are
4 carried out by the federal governmental such as
5 NASA or military launches.

6 Next slide, please.

7 This slide outlines how the FAA operator site
8 licensing process that extends, how it works. The
9 FAA conducts several reviews during the launch
10 operator licensing process before making a
11 determination on the actual license.

12 The review steps include a policy review, a
13 launch site location review, a safety review, and
14 an environmental review. The policy review
15 determines whether the potential exists to affect
16 U.S. national security or foreign policy interests
17 or international obligations of the United States.

18 This review does include an interagency
19 review as part of this proposal. The launch site
20 location review ensures that the license applicant
21 can demonstrate that each launch point proposed, at
22 least one type of launch vehicle can be flown
23 safely.

24 For the safety review, the launch licensee
25 must demonstrate an understanding of the hazards

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1 and discuss how operators will be performing those
2 safely.

3 The environmental review ensures that
4 potential environmental impacts of the licensed
5 activities are fully considered in the
6 decision-making process. Preparation of the EIS is
7 part of the environmental review process. No
8 decision can be made on a license issuance until
9 the environmental review process is completed.

10 Stacey will explain the environmental review
11 process further in the coming slides.

12 Other aspects considered in the licensing
13 process are agreements with air traffic control and
14 the U.S. Coast Guard and other port authorities.

15 Once an applicant submits a sufficiently
16 complete application, the FAA begins a formal
17 review period, leading to a license determination
18 within 180 days.

19 The posters in the poster session before this
20 formal meeting, also contain some information of
21 licensing -- licensing review process.

22 Now Stacey is going to take over and explain
23 the environmental review process.

24 MS. ZEE: So the FAA's issuance of a Launch
25 Site Operator License is considered a major federal

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1 action that is subject to the National
2 Environmental Policy Act, or NEPA. The EIS
3 describes the potential impacts of implementing a
4 federal agency's proposed action.

5 In this case, the proposed action is to issue
6 a Launch Site Operator License to Camden County
7 that would allow the county to operate a commercial
8 space launch site, termed Spaceport Camden to
9 commercial launch providers to conduct up to 12
10 annual launches of liquid-fueled, small to
11 medium-large lift-class orbital and suborbital
12 vertical launch vehicles.

13 Camden County proposes landing the first
14 stage of some launch vehicles at the site or on a
15 barge approximately 2 to 300 miles offshore in the
16 Atlantic Ocean, or to drop the first stage into the
17 Atlantic where it will not be -- where it would not
18 be recovered.

19 Spaceport Camden can accommodate up to 12
20 vertical launches and associated first-stage
21 landings per year, as well as up to 12 static fire
22 engine tests and up to 12 wet dress rehearsals per
23 year.

24 Under the proposed action, the county would
25 construct and operate a vertical launch facility, a

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1 landing zone, and operations support facilities.

2 The EIS includes all activities connected to
3 the licensing action. Therefore, this EIS
4 evaluates the impacts of constructing the vertical
5 launch facility, the landing zone, and operations
6 support facilities, as well as the associated
7 access roads.

8 You can view pictures of the conceptual
9 layouts for the proposed facilities in the brochure
10 or on the posters.

11 So what are the alternatives? NEPA requires
12 that federal agencies consider reasonable
13 alternatives in the EIS that would accomplish the
14 purpose of the project. In addition to the
15 proposed action, which I just explained, the
16 no-action alternative is also analyzed in the EIS.

17 Under the no-action alternative, the FAA
18 would not issue a Launch Site Operator License to
19 Camden County and the county would not operate the
20 launch site. NEPA requires agencies to consider
21 the no-action alternative in their NEPA analysis
22 and to compare the effects of not taking any action
23 with the effects of the action alternatives. Thus,
24 the no-action alternative serves as a baseline to
25 compare the impacts of the proposed action.

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1 The EIS also evaluates the environmental
2 impacts of an ocean-landing only alternative.
3 Under this alternative, all construction and
4 operational activities would remain the same as the
5 proposed action, except the landing zone facility
6 would not be constructed and all landings would
7 take place on a barge located in the Atlantic Ocean
8 approximately 2 to 300 miles from shore.

9 After conducting the analysis associated with
10 the EIS, the preferred alternative has been
11 identified as the proposed action.

12 The environmentally preferred alternative has
13 been identified as the ocean-landing only
14 alternative. An environmentally preferred
15 alternative is the alternative that would promote
16 the national environmental policy as expressed in
17 NEPA. Usually, this means the alternative that
18 causes the least damage to the biological and
19 physical environment. It also means the
20 alternative which best protects, preserves, and
21 enhances historic, cultural, and natural resources.

22 This slide outlines the impact categories
23 that the FAA analyzed in the EIS. The EIS includes
24 a description of the existing environmental
25 conditions of the area of the proposed project,

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1 which is covered in Chapter 3 of the Draft EIS. It
2 also includes a description of the environmental
3 impacts of the proposed action, no-action
4 alternative, and ocean-landing only alternative.
5 And this is presented in Chapter 4 of the EIS.

6 Please keep in mind that just because an item
7 appears on this list does not mean that a
8 significant impact is expected to that resource.

9 So what are the next steps in the process?
10 The FAA will continue coordination and consultation
11 with agencies and tribes. After the public comment
12 period closes on June 14th, we will consider all
13 comments on the Draft EIS and develop the Final
14 EIS, which will address comments received during
15 this process.

16 When the Final EIS is completed, we will
17 publish a notice of availability of the Final EIS
18 in the Federal Register and local newspapers.
19 Additionally, we will notify everyone on the
20 project's mailing list, and an electronic version
21 of the Final EIS will be made available on our
22 website.

23 The FAA will wait 30 days after the Final EIS
24 is released before publishing a record decision,
25 which will identify the FAA's decision regarding

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1 the project. The record of decision will identify
2 the FAA's selected alternative and any mitigation
3 and other requirements for this project.

4 As noted earlier, there are many more reviews
5 in the licensing process. Therefore, the
6 completion of the environmental review process with
7 a record of decision does not guarantee that the
8 FAA will issue a Launch Site Operator License to
9 the county. The project must meet all other FAA
10 requirements.

11 I'm going to hand the microphone back over to
12 Wendy to go over some administrative points, and
13 then we will be able to move on to the comment
14 portion of tonight.

15 Thank you.

16 MS. LOWE: Okay. So as the moderator, it's
17 my job tonight to make sure that this hearing is
18 conducted in a respectful manner and that everyone
19 who wants to speak is provided an opportunity to do
20 so.

21 Because this is a formal public hearing,
22 Stacey Zee and Pam Underwood will not be responding
23 to comments or answering questions. Some of you
24 may have had the opportunity to attend the poster
25 information session, which was held between 5:30

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1 and 6:30, immediately prior to this hearing. And I
2 hope that session provided you with an opportunity
3 to get answers to your questions. Copies of the
4 handouts that look like this remain available at
5 the registration table. So if you didn't have an
6 opportunity to pick those up, you can still. And
7 that provides the information that was available in
8 the information session.

9 It is important for you to understand that
10 the conversations that you had with anybody in the
11 information session were not recorded and will not
12 be part of the formal record for this meeting.

13 So if you said something important when you
14 were in that room, you need to repeat it in a
15 comment, either tonight at the podium or putting it
16 in writing and submitting it.

17 I should point out that providing oral
18 comments in front of the podium tonight is only one
19 of the ways that you can submit your comments
20 during this public comment period. If you've
21 prepared written comments that you would like to
22 submit for the record, you can submit those at the
23 registration table tonight.

24 There is also a public comment form that
25 looks like this (indicating), and you're welcome to

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1 fill one out and leave it with us before you go
2 tonight.

3 The information for how to submit comments is
4 provided on both the handout form and the public
5 comment form. So if you're not ready to make your
6 comments tonight, take those with you, and that
7 tells you how to submit your comments later.

8 All the comments received during the public
9 comment hearing, which ends on Thursday, June 14th,
10 will be given the same consideration, so it doesn't
11 matter how you submit your comments. They will all
12 be considered.

13 So now I'll go over the ground rules for the
14 meeting tonight. Because there are so many --
15 well, we're going to be restricting each commenter
16 to three minutes, which is what we advertised in
17 the Notice of Availability. All comments will be
18 provided by individuals, and no one will be allowed
19 to share their time with another individual. So
20 your time is for you, and you can't share it.

21 I would urge people to keep their comments as
22 short as possible so we can hear from as many
23 people as possible tonight. To provide oral
24 comments this evening, you have to sign up at the
25 registration table. There is a card that looks

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1 like this (indicating), and there is a box in the
2 bottom left-hand corner. And if you checked that
3 box, we will be calling on you to speak. So if you
4 haven't made up your mind yet and you want to go
5 back and sign up later, that's fine, but you do
6 have to fill out a card to be able to speak.

7 We're going to be calling people in the order
8 in which they've signed up, and I will continue
9 accepting speaker registration cards until
10 8:30 p.m., which was the advertised end time for
11 this meeting.

12 There will be another opportunity to provide
13 comments tomorrow night in the second hearing as
14 well.

15 So we recognize that three minutes is a brief
16 amount of time, and if you have prepared extended
17 detailed written comments, don't worry about not
18 finishing them. You can submit them tonight, and
19 then your entire comment will be considered.

20 Daniel Dehn will be helping me tonight with
21 timing. And we'll both hold up signs to let you
22 know if you're running out of time. And so there
23 is a caution; you have 30 seconds left. And then
24 there is a stop sign. So we'll use those as a way
25 to let you know when you've run out time.

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1 And when your time is up, I will ask you to
2 stop, and I'll call the next speaker to the
3 microphone. Please understand that if I do have to
4 cut you off, it's only because I want to make sure
5 that we're providing a fair opportunity for
6 everyone who wants to speak tonight. So that's the
7 reason why I'm cutting people off, if I have to.

8 I will call three people at a time to give
9 you a little bit of warning when your time is
10 coming up. When I call on you to speak, we would
11 like to have you step forward to the microphone and
12 speak clearly and directly into the microphone.
13 Begin by stating your name and spelling it for the
14 record. And if you represent an agency or an
15 organization, please make note of that. And we
16 won't start the timing until then, so you get the
17 full amount of time for your comment.

18 The FAA has asked me to remind you that any
19 personal information that you provide tonight may
20 be made publicly available at any time. So if even
21 if you ask us to withhold your personal
22 information, they may not be able to guarantee you
23 that that will be possible.

24 Teri Wynn, who is sitting here at the front
25 of the room, is our court reporter this evening.

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1 And it's her job to provide a complete and accurate
2 transcription of the hearing. So I have asked her
3 to let me know if she's having trouble hearing or
4 understanding anyone. So I may just let you know
5 if I need you to slow down or speak more directly
6 into the microphone. Even if everyone can hear it
7 in the room, we need her to hear it.

8 Her record will be the only official
9 transcript of this hearing. There are a few other
10 people in the room that are recording this. I'm
11 just letting you know they are not associated with
12 the FAA. The only formal record is the one that
13 Teri is producing.

14 We had a question earlier. And the
15 transcript of the hearing will be made available on
16 the website as soon as it's possible.

17 So one final request I'd like to make of you
18 tonight: I know some of you have strong opinions
19 about this proposal, either in opposition or in
20 support. Regardless of your position, I'd like to
21 ask for your help in making sure that everyone who
22 speaks tonight is treated with respect, as I know
23 you'll appreciate it when it's your turn at the
24 podium. Outbursts and interruptions will slow
25 things down, and I will control the hearing process

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1 to assure that we proceed in a respectful tone and
2 allow everyone who wants to speak the opportunity
3 to be heard. So, obviously, any interruptions will
4 slow the process down and could result in fewer
5 speaking opportunities.

6 So with that, I will begin calling on people.

7 So the first person is Steve Weinkle. I may
8 mispronounce it. I hope I don't.

9 MR. STEVE WEINKLE: No. You've got it right.

10 MS. LOWE: The next person will be Larry
11 White, and then the next person after that will be
12 Rebecca Lang.

13 And I didn't actually point it out yet, but
14 it's right here.

15 MR. STEVE WEINKLE: My name is Steve Weinkle, PH-10001
16 W-e-i-n-k-l-e.

17 Dear FAA, my comment is that the Draft EIS
18 doesn't meet the requirements of a NEPA law or your
19 Guidance Order 1050F. A serious reader is left to
20 wonder what is factual, what is biased, what is
21 missing, and what is made up.

22 Let's start with the introduction on
23 page 1-1. You specify rocket science using the
24 weight class for rockets launched in 90-degree
25 polar orbits. Polar orbits cannot be launched from

PA-10001

PA-36

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1 Camden County. You spend dozens of pages studying
2 the impacts on man/beast from noise from
3 medium-class rockets, but your regulations require
4 the studies be for the largest proposed rockets,
5 which, again, on page 1-1, are medium-large
6 rockets. There is no study for this rocket that's
7 four times more powerful than the one you did
8 study.

PA-36

9 Charts on pages 2-29 and 30 show so-called
10 representative hazard zones over Cumberland Island.
11 The hazard zone is about five miles wide. Nowhere
12 do you tell us which rocket you are studying, but
13 the smallest orbital rocket the FAA is licensed has
14 a hazard zone about 14-miles wide and the same
15 distance from the launch pad. Where did you get
16 the five miles from? You're wasting your money and
17 government resources where there is no existing
18 rocket that matches your EIS. If it exists, name
19 it, or admit it it's fiction too.

SA-05
PA-44

20 You ignore Section 15 of the FAA 1050
21 guidance order. Construction of a home is a
22 reasonably foreseeable future action for 40
23 downrange property owners. That requirement alone
24 should have been an early showstopper. Is that why
25 there is no evidence that you studied it? You even

PA-64

CI-19

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1 get real environmental hazards wrong. You say on HW-01
2 page 3-43, that supervision of the EPD, hazardous HW-09
3 waste site permit, covering the entire property
4 ends in 2021. But black letter law says that
5 unless the hazardous materials are removed or
6 detoxified, the permit must be renewed every ten
7 years, forever.

8 You also admit the environmental covenant HW-08
9 between Georgia EPD Union Carbide and Camden County
10 prohibiting any development on the 4,000 acres.
11 It's a recorded deed restriction about
12 environmental hazards, yet nothing.

13 The Draft's alternative actions do not comply
14 with the law. I have identified more than hundred
15 errors, omissions, contradictions, and fictions to
16 the draft that we've paid millions for. I don't
17 think you can fix this thing. Can we get a refund?
18 Thank you. If we get a refund, then we can put 11
19 deputy sheriffs back on patrol and fix our fire
20 trucks. Thank you.

21 MS. LOWE: Thank you, Mr. Weinkle.

22 Larry White will be followed by Rebecca Long PH-10002
23 [sic], and then Dick Parker.

24 MR. LARRY WHITE: Larry White, W-h-i-t-e. My
25 only comment about the EIS -- Draft EIS is I want GC-02

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1 to ensure that the Final EIS does cover the storage
2 requirements of the liquid fuel that is used for
3 the rockets that are purposed to be used. I don't
4 see anything else wrong with the Draft EIS.

GC-02

PH-I0002
end

5 MS. LOWE: Thank you, Mr. White.

6 Rebecca Long will be followed by Dick Parker
7 and then Kevin Lang.

PH-I0003

PH-I0003
start

8 MS. REBECCA DOPSON LANG: My name Rebecca PH-I0003
9 Dopson Lang, R-e-b-e-c-c-a, D-o-p-s-o-n, L-a-n-g.
10 I was born and raised in McRae, about two hours
11 northwest of here, straight up 341. It's a town of
12 less than 6,000 people. I'm the daughter of a
13 public schoolteacher and a registered forester. So
14 like many of you know, growing up in a small town
15 really teaches you the value of community and the
16 real love of neighbors.

NP-21

17 The FAA consulted with a Choctaw Nation of
18 Oklahoma as part of this EIS process. But no one
19 from the FAA has consulted with the community of
20 Little Cumberland Island. This community would be
21 four miles downrange of any launch and would be the
22 first community in the United States to be directly
23 under the flight path of a rocket.

SA-01

SA-02

SA-09

24 My dad first visited Little Cumberland Island
25 as a forestry student at the University of Georgia,

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1 in 1968. In 1969, he bought a lot for \$7,000. It
2 didn't take long for him to learn the strength of
3 the community that this little island holds. When
4 he started to build a 400-square-foot house,
5 members of five families on the island stepped in
6 to lend a hand. Everything from raising a long
7 beam to hold up the front porch, to lowering the
8 septic tank was done by my dad and his neighbors.
9 In fact, the only professional ever needed during
10 construction was a roofer.

11 I first crossed St. Andrew Sound not long
12 after I was born in 1976. Some of the families
13 that are part of Little Cumberland are some of the
14 dearest people in my life. They've known me since
15 I was a baby and they now know my children. In
16 fact, my husband and I named our first-born child
17 after the county that is home to Little Cumberland.
18 Our first-born son, Camden Lang, is now 12 years
19 old. Just like other children in other
20 communities, he gets hand-me-downs of blue jeans
21 and mud boots from older kids. Everyone on the
22 island came to celebrate my 40th birthday at the
23 mouth of Christmas Creek.

24 Irma came and covered roads and driveways
25 with fallen pine trees. Anyone in our community

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1 that could get to the island with their chainsaws
2 and their hand tools got there as soon as possible.
3 Without asking for any assistance from the county,
4 they worked to clear driveways and trails and
5 picked up trash that floated in with the storm.

6 Like neighborhoods on the mainland, life on
7 the island resumed but with a new normal. Just
8 like big families do for reunions all over Georgia,
9 we gather several times a year on the island for
10 large potlucks. Our community pulls together for
11 funerals and illnesses. We know each other to the
12 point that generations gather while stories from 50
13 years ago are told over and over.

14 Look at an aerial image of Little Cumberland
15 Island, and what you'll see a solid green canopy.
16 Under those live oaks, you'll find a genuinely
17 close-knit community with a deep appreciation for
18 each other and an intense love of the Georgia
19 coast. It's simple y'all. Little Cumberland
20 Island is a community that should not be ignored.

21 Thank you very much.

22 MS. LOWE: Thank you, Ms. Lang.

23 The next speaker will be Dick Parker,
24 followed by Kevin Lang, followed by Alex Rodriguez.

25 MR. DICK PARKER: My name is Dick Parker, PH-I0004

PH-I0003
end

PH-I0004
start

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1 D-i-c-k, P-a-r-k-e-r. My wife and I own a house
2 five and a half miles downrange from the proposed
3 spaceport. And every hazard area in this draft is
4 a populated area with 100 private parcels and 60
5 private homes and 24 campers in a campsite.

6 Andrew Nelson, Camden's subject matter
7 expert, has made false statements regarding the
8 over flight safety that revealed his and, by
9 extension, Spaceport Camden's disregard for the
10 safety of the public. Mr. Nelson stated that the
11 FAA regularly approves vertical rocket launches
12 over private residences of Wallops Island. They
13 don't. He said the safety arc for Wallops Island
14 is 10,500 feet. It isn't. It's 8500 feet. That's
15 significant, because there are no private
16 residences inside the 8500-foot arc at Wallops.
17 Therefore, no one would blink.

18 He said that the U.S. launch failure rate was
19 less than 1 percent. Wrong again. The FAA states
20 in this draft that the applicable failure rate is
21 in the range of 2 1/2 to 6 percent. He convinced
22 Jason Spencer to repeat these inaccurate statements
23 in a letter ironically titled "Truth is often the
24 First Casualty."

25 At a house judiciary meeting, Kevin Lang did

SA-26

SA-03

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1 not explain the legal impossibility of launching a
2 rocket from the proposed site. The county's PR
3 agent was speaking about the facts on an open
4 flight, shifted the strategy and created a new term
5 "authorized persons." John Simpson stated: I
6 wanted to correct some issues that were brought
7 before the committee. One of the claims that was
8 made was that any flight would require the closure
9 of Cumberland Island and, therefore, would be the
10 taking of property rights. That's actually a
11 misread of the federal law. The closure area is
12 only required for non-authorized persons.
13 Homeowners are considered authorized persons, end
14 quote.

15 This is a stunning false statement from
16 Mr. Simpson. The fact is the FAA defines the
17 public as the people or property that are not
18 involved in supporting a licensed launch, end
19 quote. And the FAA's first responsibility is to
20 protect those people and their property.

21 But then this draft was published, and it
22 actually expands the false authorized persons
23 concept to include campers, visitors, and NPS
24 staff, saying that the campers could sleep in their
25 tents directly under a rocket launch.

SA-08

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1 The FAA quickly clarified that authorized
2 persons was created by Camden County and does not
3 appear anywhere in FAA doctrines or regulations.
4 So Mr. Simpson and Mr. Nelson made up this concept
5 and had it inserted throughout this draft with the
6 FAA's seal on the cover. It must be removed.

SA-08

7 Then yesterday, in the Savannah Morning News,
8 Mr. Nelson was quoted, quote, Land hazard areas
9 don't exist on Cumberland Island or Little
10 Cumberland Island, end quote, directly
11 contradicting this draft.

SA-05

SA-16

12 This pattern of misinformation reveals a
13 disregard for the safety of the public and has led
14 to a seriously flawed Draft EIS. The FAA should be
15 deeply concerned about Mr. Nelson's continued
16 participation in this process.

PH-I0004
end

17 MS. LOWE: Thank you, Mr. Parker.

18 Kevin Lang, who will be followed by Alex
19 Rodriguez, and then Rachel Baldwin.

PH-I0005
start

20 MR. KEVIN LANG: My name is Kevin Lang, PH-I0005
21 K-e-v-i-n, L-a-n-g. I practice law in Athens,
22 Georgia, and my family owns property on Little
23 Cumberland Island. As many of you have read
24 recently in Tribune & Georgian, Camden County is
25 refusing to share the risk analysis that's been

SA-01

SA-14

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1 performed by Aerospace Corporation. This analysis,
2 just like all the work performed by consultants on
3 this project, has been paid for by Camden County
4 taxpayers. At this stage in the project, it is
5 particularly important for the public to understand
6 the risks associated with developing a spaceport in
7 our coastal environment.

SA-01
SA-14

8 The chief among those risks is the risk
9 presented by an exploding rocket. Interestingly,
10 the Draft EIS contains almost no analysis of the
11 impact from an exploding rocket to Cumberland
12 Island, Little Cumberland Island, our marshes, the
13 Satilla River, the Cumberland River, and our tidal
14 creeks.

SA-01
SA-12

15 The Draft EIS indicates that we can expect
16 failure rates of 2.5 to 6 percent. So every two
17 years, we should expect to have at least one
18 failure, and those are stats from tier rockets.
19 Camden is not pursuing right now, that we know of,
20 tier rockets.

SA-03

21 That makes it particularly important for
22 those of us that are directly downrange from the
23 proposed spaceport to understand exactly what
24 happens when a rocket explodes.

NP-38

25 After doing some research on this topic, it

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1 became obvious to me why Camden County's leadership
2 does not want us to see the risk analysis. I would
3 like to show those that are interested in the
4 audience an example of what we believe our
5 commissioners, Mr. Howard, and the bevy of
6 consultants have already seen.

7 This diagram is from a risk analysis
8 performed by the FAA for the Falcon SpaceX 1. I'm
9 sorry -- SpaceX Falcon 1, a small rocket. This
10 diagram shows the total casualty area for a single
11 launch. The diagram is overlay to scale on the
12 proposed site of the spaceport. As you can see
13 from -- the debris from this explosion pretty much
14 saturates our marshes, tidal creeks, the Cumberland
15 River, the Satilla River, Little Cumberland Island,
16 and Cumberland Island.

SA-05
SA-12
PA-44

17 Camden County should not be allowed to hide
18 this analysis, and I don't believe they are on
19 sound footing in doing so. They're refusing to
20 release the risk analysis. It's just the latest
21 example of a lack of transparency and dishonesty
22 associated with this project.

SA-14

23 I realize that most of you here are here to
24 support this project, but I would ask each of you
25 this question: If someone wanted to launch a

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1 rocket directly over your home but refused to share
2 with you the detailed analysis of what happens when
3 the rocket explodes, how would you feel about it?

4 Little Cumberland Island is a community just
5 like the communities that you guys all live in on
6 the mainland. Our homes are being put directly at
7 risk from this project. The proponents of the
8 Spaceport have billed this as a matter of
9 inconvenience for those of us downrange. As you
10 can see from this image, this is not a matter of
11 inconvenience; it's a matter of obliteration.
12 Thank you.

13 MS. LOWE: Thank you, Mr. Lang.

14 The next speaker will be Alex Rodriguez,
15 followed by Rachel Baldwin, and then
16 Jackie Eichhorn.

17 MR. ALEX RODRIGUEZ: Alex Rodriguez,
18 R-o-d-r-i-g-u-e-z. Good evening to all the
19 officials from the Federal Aviation Administration,
20 Spaceport Camden, Camden County Commissioners, and
21 all of you tonight. It is a real privilege for
22 Vector Launch Incorporated, Vector, to be with all
23 of you at this very, very important public hearing.

24 And it is also our major privilege to have
25 the opportunity to come here last August and have a

PH-O0001

PH-I0005
end

PH-O0001
start

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1 successful test flight from Spaceport Camden. I
2 believe we are the first rocket company to have
3 launched from Spaceport Camden. It was a very
4 successful launch, and we certainly look forward to
5 doing it again.

6 On behalf of our CEO, Jim Cantrell, our board
7 of directors, our executive management team, first
8 let me address something critically important to
9 the Lang family and everybody in this room. Our
10 top priority is safety, safety, safety. And we are
11 here with enormous respect to those that have a
12 differing opinion, but that is our absolute top
13 priority for everybody concerned.

14 I do want to express our gratitude to
15 Spaceport Camden for that unique privilege of
16 having launched in 2017. And tonight it's my
17 privilege to announce that we fully intend to be
18 the first company to launch a rocket to orbit from
19 Spaceport Camden.

20 We're making tremendous progress, and, to us,
21 Spaceport Camden has been a remarkable feat to
22 date, and that's why certainly this process and
23 this public hearing is very important for all
24 stakeholders.

25 With much work to do in the future, I can

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1 tell you this. We will be here to work with
2 everybody in the local community. We intend to
3 hire locally. We intend to have integration
4 facilities, hopefully. We intend to participate
5 fully in the local economy.

6 And I leave you with this notion -- or this
7 idea, actually, with the facts. Last year, in
8 2017, the global space market, the total spent for
9 the global space market was \$345 billion -- 345
10 billion. A very significant number. And the most
11 recent forecast I've seen, Merrill Lynch -- you can
12 look it up, there is many of them -- indicate that
13 the space economy will mushroom into the
14 multitrillions of dollars.

15 And so my question to America is: Who will
16 capture that market share? Who will have space
17 priority in the decades ahead? It's going to take
18 a nation to pull that off, given the implications
19 of it, from national security to all kinds of use
20 case applications in different sectors in the
21 economy, access to space, and having small
22 satellites in orbit, which is what Vector is doing.
23 We'll help transform the economy and bring
24 opportunity to the local economy.

25 Thank you very much.

FH-O0001
end

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1 MS. LOWE: Thank you, Mr. Rodriguez.
2 The next speaker will be Rachel Baldwin,
3 followed by Jackie Eichhorn and then Terri Keller.
4 MS. RACHEL BALDWIN: Rachel Baldwin, PH-O0002
5 R-a-c-h-e-l, B-a-l-d-w-i-n. I'm here tonight
6 representing the local Camden County Republican
7 Party. Although this is not a partisan project, we
8 wanted this opportunity to express what we feel is
9 important about this project.
10 All of your members live, work, play, or
11 study in this community. Without reading you all
12 the elements of a resolution that we have drafted,
13 I will give you the primary meat of that, that we
14 developed after we examined the EIS. Whereas,
15 comments on the Draft EIS will be considered in the
16 FAA's decision-making process for this project;
17 whereas as Georgia's Republican lawmakers
18 overwhelmingly support the Spaceport Camden
19 project; whereas public opinion probably shows the
20 vast majority of Camden County residents support
21 the Spaceport Camden project; whereas an economic
22 analysis of the proposed Spaceport Camden project
23 shows financial impact and job creation for Camden
24 County, now, therefore, be it resolved that the
25 Camden County Republican Party supports the Draft

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PH-O0002
end

1 EIS for Spaceport Camden.

2 Thank you.

3 MS. LOWE: Thank you, Ms. Baldwin.

4 Jackie Eichhorn, followed by Terri Keller,
5 and then Chuck Hunsaker.

PH-I0006
start

6 MS. JACKIE EICHORN: Jackie Eichhorn,

PH-I0006

7 J-a-c-k-i-e, E-i-c-h-h-o-r-n. I live in Harrietts
8 Bluff. I have read the Draft EIS, and my primary
9 problem with it is that I feel that it's not in
10 compliance with the NEPA guidelines. And this is
11 the reason.

12 There is a memorandum for federal NEPA
13 liaisons, federal, state, and local officials and
14 other persons involved in the NEPA process. These
15 are my comments taken from some questions that
16 frequently come up. Question No. 2: If an EIS is
17 prepared in connection with an application for a
18 permit or other federal approval, must the EIS
19 rigorously analyze and discuss alternatives that
20 are outside the capability of the applicant, or can
21 it be limited to reasonable alternatives that
22 Camden carried out by the applicant?

AL-02
AL-05

23 Section 1502.14 requires the EIS to examine
24 all reasonable alternatives to the proposal. In
25 determining the scope of alternative s to be

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1 considered, the emphasis on what is reasonable
2 rather than on whether the proponent or applicant
3 likes it or is, itself, capable of carrying out the
4 particular alternative.

5 Reasonable alternatives include those that
6 are practical or feasible from a technical and
7 economic standpoint and using common sense rather
8 than what is desirable from the standpoint of the
9 applicant.

10 What has happened with this Draft EIS is that
11 the only thing considered was that the spaceport
12 had to be in Camden County. That prejudiced the
13 entire study. I, and I know of several other
14 people who, at the time of the scoping, suggested
15 that the spaceport, because of the sensitive
16 environmental area that was going to be impacted in
17 Camden County, be placed somewhere else in Georgia
18 or perhaps an expansion at Wallops at Canaveral
19 Kennedy. That was dismissed out of hand. And the
20 only reason given in the EIS why those were not to
21 be considered was that they were not in Camden
22 County. I think that is not in compliance with
23 NEPA, and I think that everything that follows in
24 the EIS is not valid because of that shortcoming.

AL-02
AL-05

25 Thank you.

FH-I0006
end

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1 MS. LOWE: Thank you, Ms. Eichhorn.
2 Terri Keller, who will be followed by Chuck
3 Hunsaker, and then Karen Graineny.

4 MS. TERRI KELLER: Hi. My name is Terri PH-I0007
5 Keller. That's T-e-r-r-i, K-e-l-l-e-r, and I'm
6 from Kingsland. Have you ever heard of too many
7 mysteries? Well, I have one for you. The title is
8 "Overkill" or "Why does the FAA keep pushing
9 spaceports that America doesn't need?" The FAA's
10 Department of Commercial Space Transportation,
11 which I will refer to as the FAA for short, is
12 supposed to be an objective third party when it
13 comes to spaceports.

14 But when you read the Draft Environmental
15 Impact Survey, you can plainly see that not only is
16 the FAA not objective, but they are willing to
17 throw all caution to the wind where citizens'
18 safety and financial security are concerned. New
19 Mexico, Texas, Oklahoma, and elsewhere, there are
20 foundering spaceports that never should have been
21 built. They were all orchestrated by the FAA.

22 And did you know that every non-NASA
23 sponsored spaceport has been a dismal failure?
24 There is no reason whatsoever to believe this one
25 would be any different, and, in fact, every reason

NP-83

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1 to believe it will be much, much worse.

2 According to Richard Thornburg, a retired
3 NASA engineer, who I met at Kennedy Space Center,
4 and who has worked on projects from Apollo to the
5 shuttles, the planned spaceport here is, I quote,
6 not feasible. He plainly stated that rockets can
7 go astray and fly into the city of St. Marys or
8 crash into I-95, and was plainly shocked that
9 rockets would be launched over occupied private
10 property.

11 What if, he asked, at any time the
12 self-destruct sequence has to be activated? He
13 says those who have stated that they adapt this
14 project by Newt Gingrich needs to do some more
15 homework.

16 Mr. Thornburg said that, contrary to what
17 someone claimed, there are plenty of launchpads on
18 the East Coast already, including those at Kennedy
19 Space Center and Wallops Island, Virginia. This
20 NASA engineer said it didn't make sense to build
21 another spaceport on the East Coast.

22 Did the FAA consult with NASA experts before
23 embarking on this project? We'd like to know their
24 names so that we can speak to them.

25 Another mystery is that the Draft EIS doesn't

SA-01

SA-01

AL-02

NP-07

HW-01

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1 mention that the Camden Spaceport launch pad would
2 be on a toxic waste dump, which is over the Florida HW-01
3 aquifer, a source of our drinking water. Why would
4 the FAA leave that out of the EIS?

5 Equally mysterious is why the FAA would name SA-08
6 residents of Cumberland Island and others as
7 authorized persons. Do the laws of physics not
8 apply to these people? Have they been specially
9 trained? Are their houses made of impervious
10 materials that will not burn or explode when they
11 come in contact with fiery debris? No. It's just
12 that all common sense and science are being thrown
13 out the window, including making the hazard zones
14 ridiculously small, because the FAA is willing to
15 put our lives at risk.

16 And here is the kicker. In order to make it
17 seem like more progress is being made in the area
18 of commercial space transportation than is actually
19 the case.

20 I hate to use the "F" word, but there is a
21 lot of fraud in the modern space industry in areas
22 such as rocket landings, satellites, and space
23 planes, among others. We're not going to sit idly
24 by while professionals in the industry lie to our
25 people about going to make Camden County ground

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PH-I0007
end

1
2

zero for actively exposing the ramped up fraud in
today's space industry.

3

MS. LOWE: Thank you, Ms. Keller.

4

Chuck Hunsaker. He'll be followed Karen
Grainey and Susan Malphurs.

5
6
7

MR. CHUCK HUNSAKER: My name is Chuck
Hunsaker. It's H-u-n-s-a-k-e-r. I'm here
representing the National Defense Industrial
Association, Georgia Chapter's Space Committee. I
started this project back during my last year of
site-produced time in the office, so I have been
involved in this project for quite some time.

PH-O0003

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11
12

Many people don't realize that in 1960, when
NASA chose Cape Canaveral as the national launch
site, Georgia was the runner-up. So if a couple of
things had been different, the spaceport at Cape
Canaveral would already be here.

13
14
15
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17

At that time Georgia pretty well conceded
space to Florida. And so in the process after
that, we started really in the aerospace area and
we've become the number one aerospace state in the
country.

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22

When we started the spaceport project, it was
really from an economic development standpoint. So
I want to give you some information about that.

23
24
25

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1 Georgia currently is the number one aerospace state
2 in the country; we're the number one aerospace
3 exporter in the country. Georgia Tech is the
4 number one college in the country for producing
5 aerospace engineers; they're the number one college
6 for producing engineers in general that support the
7 aerospace industry. We currently have 90,000-plus
8 workers in the aerospace industry and over 500
9 companies, so aerospace is really a big deal.

10 That aerospace magnet will draw companies in
11 the space arena. I have personally met with most
12 of the commercial space companies that are
13 currently interested. And in every one of those
14 cases, they've said Camden County is the best
15 location in the entire country for commercial
16 spaceport. So I think that's an extremely
17 important thing. Why do we want a commercial
18 spaceport here? Because the other spaceports on
19 the East Coast, particularly Wallops and Kennedy
20 Space Center, are government facilities. And the
21 commercial space industry takes a back seat when
22 it's time to launch. They want a place where they
23 can launch when they want, and that's why they're
24 particularly interested in Camden County.

25 Obviously, if we get a spaceport, that rounds

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1 out our aerospace industry, which is primarily aero
2 with very, very little space. So we have a chance
3 to round that out.

4 You've heard already that the commercial
5 space industry is growing. It's growing at a very
6 rapid rate, and this project will draw both
7 commercial and government companies that are
8 involved in the space industry; large companies,
9 medium, small companies. Not just launch, but also
10 companies involved in manufacturing and those sorts
11 of things.

12 A couple of the space companies that I've
13 actually talked to told me that they would want to
14 build here and launch here. We're talking about a
15 500,000 square-foot facility with a thousand
16 workers and an average pay of \$100,000.

17 Thank you.

18 MS. LOWE: Thank you, Mr. Hunsaker.

19 Karen Grainer, who will be followed by Susan
20 Malphurs and then Joe Hannan.

PH-O0004

21 MS. KAREN GRAINEY: My name is Karen Grainer.
22 That's K-a-r-e-n, G-r-a-i-n-e-y. I'm here
23 representing the Georgia Sierra Club. First, I'd
24 like to say that the Sierra Club is in accord with
25 the Center for Sustainable Coast's letter to the

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1 inspector general regarding the EIS's incomplete] HW-01
2 analysis of the risks and costs associated with a
3 hazardous waste landfill on the proposed site. The
4 Sierra Club will submit more detailed comments in
5 writing.

6 But for the purposes of this hearing, we will] BR-04
7 like to express our concern that this environmental] WL-27
8 impact statement does not accurately portray how
9 Cumberland Island National Seashore will be
10 affected by the project. The range of launch
11 trajectories places the north end of Cumberland
12 Island and much of the federally-designated
13 wilderness in the hazard zone. Yet, on 11 -- on
14 page 11, I should say, of the EIS, residents,
15 vacation house owners, permit holding campers, and
16 national park personnel are described as authorized
17 persons for who evacuating the area during a launch
18 would be optional.

19 I have a copy of the Savannah Morning News] SA-08
20 article published on April 10th, which quotes Ray
21 Lugo, the director of the Florida Space Institute
22 of the University of Central Florida, saying that
23 it's delusional to think that's it would be safe to
24 allow anyone to remain in a launch corridor.

25 In his experience with rocket launches at] SA-09

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1 Vandenberg Air Force Base, launches were scrubbed
2 if there was just one person in the area where
3 debris could fall.

SA-09

4 Visitors to Cumberland Island's wilderness
5 area plan their visits months in advance and often
6 travel long distances at great expense to enjoy
7 solitude and serenity in a place untraveled by
8 modern civilization. Whether or not they would be
9 required to evacuate, the EIS needs to honestly
10 acknowledge all the ways a rocket launch over the
11 wilderness would detract from this experience.

SO-28
WL-26
WL-27

PH-00004
end

Thank you.

13 (Tenders document to Ms. Lowe.)

14 MS. LOWE: Thank you. Thank you, Karen
15 Grainey.

16 Susan Malphurs, who will be followed by Joe
17 Hannan, and then Joyce Murlless.

PH-10008

18 MS. SUSAN MALPHURS: Hi. My name is Susan
19 Malphurs, S-u-s-a-n, M-a-l-p-h-u-r-s. I'm speaking
20 on behalf of the endangered species that call this
21 area their home. This area where the proposed
22 Spaceport Camden is has several endangered species
23 there, including four active bald eagle nests, and
24 they are on the endangered species list. One of
25 the nests is actually where the proposed vertical

BR-16

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1 launch facility is going to be.
2 When I talked to people, their solution is,
3 well, if there is a problem, they will be
4 relocated. However, there will be problems while
5 the launch site is being built. There is going to
6 be trucks going through with lots of lumber, lots
7 of machinery, and lots of equipment. When they
8 start pile driving into the site to build the
9 facility, all those vibrations are going to
10 distract and disturb the bald eagles that are
11 protected nationally that live there. And moving
12 into another location hasn't been successful
13 either, because, as everybody knows, eagles always
14 return back to their same location.

BR-16

15 And another species that may not be as
16 glamorous as the bald eagles are the indigo snakes
17 and gopher tortoises. There are areas along the
18 perimeter of where the spaceport is going to be
19 where the gopher tortoises live. And inside the
20 gopher tortoise nests, indigo snakes, which need a
21 wide area to travel in, often make those burrows
22 their home.

BR-16

23 Now, according to this diagram here, I guess
24 the gopher tortoises are supposed to stay right on
25 the line where the property is. One of the

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1 solutions is, is they will build a fence to keep
2 the tortoises and the snakes from going through on
3 the launch site. I don't know how a fence can stop
4 a burrowing animal or a crawling animal from making
5 their way to a launch site. These are all
6 endangered and protected species of animals. And
7 besides that, besides the bald eagles, the gopher
8 tortoises, the indigo snakes, this is also breeding
9 grounds for manatees. The right whales come within
10 this area. This is a very environmentally
11 sensitive area.

BR-16

BR-06

BR-37

BR-38

12 That's all I have to say. Thank you.

13 MS. LOWE: Thank you, Susan Malphurs.

14 So next is Joe Hannan, followed by Joyce
15 Murlless, and then James Thomason.

16 So Joe Hannon. I'll try him again. Okay.
17 Joyce Murlless, followed by James Thomason, and
18 then VADM Al Konetzni. I'm sure I mobbed that one.

19 MS. JOYCE MURLLESS: You must have the
20 hardest job.

21 MS. LOWE: I don't know about that, but
22 anyway.

PH-I0009

23 MS. JOYCE MURLLESS: I'll start with my name.
24 I'm Joyce Murlless. That's spelled
25 M-u-r-l-l-e-s-s. I am a Camden County taxpayer. I

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1 hope to retire in Camden County. I'm currently
2 living in Savannah. I am a landowner/property
3 owner on Little Cumberland Island and, therefore,
4 I'm in the hazard zone.

5 I was very delighted to hear that everyone is
6 concerned about my safety. I hope that that will
7 hold true. And I hope that they are also concerned
8 about the safety of my property. That is, I
9 believe, in the FAA's orders charged -- they're
10 charged with maintaining that as well.

11 Since I've been labeled an authorized person
12 when I am going to be in my house that I hold in
13 trust for my granddaughter. I would like to know
14 the qualifications that have enabled me to be so
15 entitled? Is there any training to be an
16 authorized person? Is there a salary to be an
17 authorized person? I don't really feel any more
18 special than any of the fishing guides, the
19 commercial fisherman, the shrimpers who are going
20 to be kicked out of the hazard zone. So I don't
21 know if that makes me a nonperson or a very special
22 one. I would like to know.

23 I'm very concerned that the Draft EIS does
24 not say much about the salt marsh. In the 1970s, I
25 was proud to be a part of the group that worked

SA-08

BR-12
WR-01

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1 very hard to get the Salt Marsh Protection Act
2 passed. We started that at the University of
3 Georgia in the ecology department. And I feel that
4 the Draft EIS totally ignores the fact that we have
5 tidal creeks, tidal waters, and the fact that
6 because of our wonderful tidal influence here in
7 Georgia Bight, the waters flow in both directions.

BR-12
WR-01

8 I believe the Draft EIS says that there could
9 be no pollution from the Spaceport Camden site that
10 would affect the Satilla River because it's a mile
11 away. Where, in fact, the launch site is exactly
12 on the creek that feeds directly to and from the
13 Satilla River. That tidal influence where
14 pollution could flow uphill extends 100 miles
15 inland.

WR-01
WR-08

16 I'm also very concerned about the noise and
17 vibration. The vibrations, I have learned this
18 evening, are the low frequency noises. They
19 wouldn't break my eardrums if I were at my house in
20 Little Cumberland, but they certainly could release
21 contamination from the soil, and they would
22 certainly affect those right whales who are coming
23 to this area for their calving.

NC-01

HW-01

BR-06
BR-33

FH-I0009
end

24 Thank you.

25 MS. LOWE: Thank you, Ms. Murlless. I forgot

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1 to listen to how you pronounce your name. Sorry
2 about that.

3 Okay. So we're going to do something a
4 little bit unusual. The next person is James
5 Thomason. And he uses a cane, and I agreed to
6 bring the microphone to him. He will be followed
7 by VADM Al Konetzni, and then Craig Root.

8 MR. JAMES THOMASON: Thank you for bringing PH-10010
9 me the microphone. My name is James Thomason.

10 I've been in Camden County 45 years. Thomason is
11 spelled T-h-o-m-a-s-o-n. My wife and I are retired
12 schoolteachers here in Camden County. I would like
13 to more or less unofficially represent kind of the
14 people of Camden County.

15 In 1978, when the papers were signed for the
16 military to come to Camden County, I lived on a
17 dirt road, septic tank, and had a well. Five years
18 later, my taxes went up 800 percent. Is this going
19 to happen when we -- when the space -- the people
20 and space stuff comes in? Is that going to happen
21 to all of our retirees?

SO-29

22 Now, a lot of plans were done 40 years ago
23 backwards. We had students that did not ever see a
24 classroom. They went to school in portables. We
25 had -- we had so many war stories, it was just

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1 unreal. I am not even going to get into that.

2 A lot of things I have been looking at in the
3 paper recently, one of them was that 60 percent of
4 the people want a space. Okay. Were they
5 taxpayers or are they just here? Now, we had all
6 kinds of folks to follow, what I call, the boomtown
7 in 1978, and now so many of these people have not
8 left.

9 Our food banks our are maxed out. Our --
10 everything that we got -- social services are maxed
11 out. We just can't go any further. We need to
12 straighten out the issues that we have now. You
13 people that live in Camden County, try to go
14 through Kingsland around 3 to 5:00 every day. The
15 infrastructure of roads and intersections is
16 terrible. We are still building intersections with
17 no independent right-hand turns. Go to CVS and
18 wait in line 15 to 20 minutes. These are the
19 things that I would like to see straightened out
20 before anything happens.

21 And, also, I'm very concerned about the tax
22 rate that would be placed on us if something comes [] SO-29
23 in. But we need to get -- we need to get the basic
24 structure of walking around -- our kids and all
25 straightened out before anything else can be

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PH-I0010
end

1 brought in and compounded.

2 Thank you.

3 MS. LOWE: Thank you very much.

4 Okay. So he's going to tell you his name.

5 MR. AL KONETZNI: Thank you very much, ma'am.

6 MS. LOWE: He will be followed by Craig Root
7 and then Jason Spencer.

PH-I0011
start

8 MR. AL KONETZNI: Hi. Thank you very, very PH-I0011

9 much. My name is Al Konetzni, K-o-n-e-t-z-n-i.

10 I'm going straight to my area of expertise, which
11 is very narrow. But a couple thoughts. I moved
12 down here initially in mid '80s. I was the
13 supporting commander here on the base. Nobody
14 really lived down here as far as the Navy because
15 they came from Charleston.

16 I saw a great, great improvement. Kids went
17 to the old Camden High School. I think in those
18 days, only about 15 to 20 percent of the kids were
19 going on to college. If I look now, both daughters
20 are dentists, you know. They're too much into this
21 Bulldog stuff down here. That's okay. I'm from
22 New York; they're from Georgia, but what a
23 difference. That drives me.

24 I can't say much. I said I'd stick to my
25 area of expertise, which is people. It's really

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1 not very much about rockets and industry. Although
2 I know a little bit about technology. 38 years in
3 the Navy; 14 years of SUBSAFE repairs, submarine
4 repairs, and nuclear energy. It is amazing to me
5 that this has gone this far. I know that the
6 environmental impact statement is great. I thought
7 I had seen my last one with Oceania about 15 years
8 ago, but I guess not.

9 Interestingly enough, though, there aren't
10 any complaints from the Navy right now. The Navy
11 is pretty close to where this thing is going to be
12 too. I would ask you to just keep that in mind.

13 But now my area of expertise. My motto has
14 been "Big Al, the Sailor's Pal." I like people. I
15 like growth. I'm from New York. I don't even
16 speak the language down here, but I will tell you
17 in 1985, '86, and '87, there were a lot of homes
18 here with no floors. There was nothing. We still
19 got Piggly Wiggly or whatever it was. The one
20 store. And the kids weren't going anywhere. And
21 they're doing great. So I take a look at the
22 growth. Yeah, it may not be perfect, fine sir, but
23 it looks good to me.

24 I think this is a lifetime opportunity for
25 this area right here. I think for postmilitary

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1 careers, I think for those folks who decide in
2 missile technology or nuclear energy, whatever it
3 might be in the Navy, that they want to get out
4 early and build; I think it's great.

5 I think also for the youngsters that live
6 here in Camden County, they will have a future.
7 Places like this die when everybody moves away.
8 These young guys (indiscernible) for you. So my
9 point is if we're going to go ahead and blow off
10 this opportunity, it may never come again.

11 So I personally hope -- and I'm a resident
12 now, even though I'm from New York -- that this EIS
13 will be accepted. We could move forward for
14 Georgia, Coastal Georgia, and Camden County.

15 Thank you very much.

16 MS. LOWE: Thank you, Mr. Konetzni. Thank
17 you.

18 MR. AL KONETZNI: Konetzni.

19 MS. LOWE: Thank you. Okay. Craig Root, who
20 will be followed by Jason Spencer and then David
21 Pilot.

22 MR. CRAIG ROOT: Good evening. Craig Root, PH-10012
23 R-o-o-t. My wife Mary and I moved to Woodbine. We
24 built a house in Woodbine 39 years ago, and we have
25 read the EIS, most of it, read the entire executive

PH-10011
end

PH-10012
start

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1 summary. We wholeheartedly endorse it. We
2 particularly agree with the recommendation. 20
3 years ago, we were fortunate enough to buy a
4 cottage on Little Cumberland Island. That's the
5 real point I want to make today. I used to live in
6 Fulton County. Unlike most of my neighbors on
7 Little Cumberland, we support the project. We're
8 not concerned about what I would consider to be
9 infinitesimal safety issues of exploding rockets
10 during the arc that basically goes straight up and
11 spends very little time in the horizontal plane
12 coming over the island. And that's really the only
13 point I wanted to make, is that I and other people
14 that own property on Little Cumberland Island are
15 not objecting to this project, and we endorse it.

16 Thank you.

17 MS. LOWE: Thank you, Mr. Root. The next
18 speaker will be Jason Spencer, followed by David
19 Kyler, followed by Terry Lendreth.

20 MR. JASON SPENCER: Jason Spencer, J-a-s-o-n,
21 S-p-e-n-c-e-r. I am a resident of Harriets Bluff,
22 taxpayer in Camden County, and I represent Camden
23 County and the General Assembly in the Georgia
24 State House of Representatives.

25 What I know about this community that I serve

PH-E0001

PH-I0012
end

PH-E0001
start

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1 in the state legislature is that we are proud a
2 people that cherish our rivers, our streams, our
3 marshes, and our barrier islands. It's a part of
4 our identity, and we embrace that. We embrace its
5 meaning, its history, and its heritage it brings to
6 our local culture.

7 However, I have increasingly seen outsiders
8 use the beauty of our environment as an economic
9 restraint to hold back the much-needed economic
10 prosperity from coming to our part of the state.
11 Wildlife, environmental protection, and the space
12 industry has proven that they can coexist. The
13 natural wildlife preserves of Wallops Island and
14 Cape Canaveral have proven that. Now Camden County
15 and the state of Georgia have a real chance of good
16 jobs coming here, as well as boosting tourism, and
17 our quality of life by balance and much needed
18 desires of economic prosperity, despite the
19 tranquility to (indiscernible) our local
20 environment.

21 During my time in office, I have served as a
22 chairman of the subcommittee of the health,
23 science, and technology committee on the commercial
24 space activities. We have passed three pieces of
25 legislation to promote the space industry in

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1 Georgia. I and the county leaders here have pushed
2 very hard to bring to the conscience of the members
3 of the general assembly and the public that Georgia
4 is ready to become the next great space state here
5 in the United States.

6 And I am not surprised to hear comments from
7 Space Florida or someone who is from Florida that
8 would think that such a project would be
9 delusional, because we are directly competing with
10 them. So I am not surprised to hear our
11 competition balk. As we say in South Georgia, a
12 hit dog howls. Thank you very much, FAA, for
13 bringing this process forward to the people of
14 Camden County. The state of Georgia stands ready
15 to assist you in any issues that we may need to
mitigate, and so we stand ready to assist.

16 Thank you very much.
17

18 MS. LOWE: Thank you, Mr. Spencer. David
19 Kyler, who will be followed by Terry Landreth, and
20 then Christian Jennings.

21 MR. DAVID KYLER: Good evening. I'm David PH-O0005
22 Kyler, D-a-v-i-d, K-y-l-e-r. I'm representing The
23 Center for Sustainable Coast, an organization I
24 helped start 21 years ago. And I have been a
25 resident of Coastal Georgia for 41 years.

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1 I am frankly very disappointed with this EIS.
2 I'm an environmental professional. I spent my
3 entire professional career as an environmental
4 planner, and in the last 20 years as an
5 environmental advocate. I'm very familiar with the
6 EIS process and the law behind it. I took courses
7 in graduate school when that law first was passed,
8 and I have seen and reviewed many EIIs in my
9 professional life. This has got to be one of the
10 worst ones I've ever seen.

11 As evidenced by many of the previous
12 speakers, there are literally hundreds of areas of
13 omission which seem contrived that they might be
14 disencumbrance. There's areas of disinformation;
15 there is admitted or superficial analysis, which,
16 when we look deeper, they reveal exactly the
17 opposite conclusions as to what are suggested by
18 the analysis.

19 This experience raises more general questions
20 in our society today about disinformation. You may
21 be aware of a movement across the country about a
22 march for science. This is trying to get science
23 and factual information into the hands of decision
24 makers to what basic facts affect the public on
25 actual information rather than public --

NP-11
NP-18

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1 politicians and their views on how to represent
2 their own special interests, and we know where that
3 sort of crutching takes us.

4 I suggest that many people in the audience
5 who are concerned about those kinds of issues look
6 at the website of the Union of Concerned
7 Scientists. They now have a campaign that they're
8 launching against this information in pursuit of
9 the objective use of science serving the public,
10 not serving any special interests or making a fast
11 buck at the expense of the public. And on that
12 website, you'll see the disinformation playbook.
13 That playbook tells you how to look for, identify,
14 and challenge those who are bending, warping, and
15 otherwise manipulating information to draw you to
16 support any false conclusions which benefit a few
17 at the expense of the many.

18 And I think that's exactly what this EIS is
19 doing, whether it's intentional or if it's by
20 incompetence or pattern of incompetence, I don't
21 know, but it's not doing the job it's supposed to
22 do. On behalf of the public, I urge you to look at
23 it closely and follow the disinformation campaign
24 and support it. Thank you.

25 MS. LOWE: Thank you, Mr. Tyler.

FH-00005
end

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1 The next speaker will be Terry Lendreth,
2 followed by Christian Jennings, and then Cecil
3 [sic] Farley.

PH-I0013
start

4 MR. TERRY LENDRETH: Good evening. It's PH-I0013
5 Terry, T-e-r-r-y, Lendreth, L-e-n-d-r-e-t-h. I am
6 a resident, homeowner, grandfather. I've got my
7 kids here. My kids went to school here. Tonight I
8 represent the chamber of commerce. Tonight I am
9 the chairman of our board. We have an executive
10 board. We have a board of directors that we're
11 made up of business owners; small business owners,
12 large business owners, medium-sized business
13 owners. We're advocates for business.

14 We're excited about the spaceport. We're
15 excited about the spaceport coming to Camden
16 County. We strongly support the leadership of
17 Steve Kyler and county commissioners. We look
18 forward to the spaceport coming.

19 Yes, we want to protect our environment.
20 Yes, we want to protect our way of life. Our
21 wildlife means everything. But tonight we support
22 businesses. Thank you.

23 MS. LOWE: Thank you.

24 Christian Jennings, who will be followed by
25 Cecil Farley, and then Ken Kessler. Is Christian

PH-I0013
end

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1 Jennings here?

2 MS. GAIL FARLEY: Okay. Do you possibly mean
3 Gail Farley, G-a- --

4 MS. LOWE: I possibly could. Are you Gail
5 Farley?

6 MS. GAIL FARLEY: Yes, I am.

7 MS. LOWE: Okay. Inappropriate reading. I
8 apologize. Gail Farley will be followed by Ken
9 Hessler and then Luke Moses.

10 MS. GAIL FARLEY: I'm Gail Farley, G-a-i-l, PH-O0006
11 F-a-r-l-e-y. And I live here in Camden County.
12 I'm here tonight representing two environmental
13 organizations. One is One Hundred Miles. I got a
14 call yesterday from Megan Desrosiers, who is the
15 founder of One Hundred Miles, actively striving to
16 protect the Coastal Georgia environments.

17 And I'm also here to represent the Coastal
18 Plain Chapter of the Georgia Native Plant Society,
19 of which I'm the president.

20 My comments really have to do with your
21 beginning of the program where you commented on FAA
22 seems to be going in the direction of the
23 environmentally preferred objective that the
24 environmentally preferred pathway would cause the
25 least damage to the environment.

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1 Now, as an environmentalist and as a
2 representative of One Hundred Miles and of the
3 Coastal Plain Chapter of the Georgia Native Plant
4 Society, we have to strongly object, not to the
5 spaceport, but to any risk to the endangered
6 species, the habitat, the environment, the coastal
7 waters of Cumberland Island's National Seashore.

8 We don't want any rockets going over the
9 island. We don't want any failed rockets. We are
10 here to stand up for all the animals, all the
11 plants who cannot speak for themselves. And we do
12 not support the idea of them being collateral
13 damage as a result of a failed rocket launch.

14 Thank you.

15 MS. LOWE: Thank you, Gail Farley.

16 Okay. Ken Tessler, who will be followed by
17 Luke Moses, and then Natalie Smith.

18 MR. KEN KESSLER: Ken Kessler, K-e-n,
19 K-e-s-s-l-e-r. I'm representing myself, but I am a
20 retired planning director for the city of
21 Kingsland. I just recently retired and very much
22 in favor of this spaceport and see it as being
23 absolutely an environmentally friendly project,
24 because of the thousands of acres that will be
25 preserved, that could potentially be developed

PH-I0014

PH-00006
end

PH-I0014
start

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1 otherwise.

2 It will protect the endangered species. Yes,
3 some considerations may need to be made, some
4 adjustments made if bald eagles nests are found
5 that are active.

6 I also want to address that I've read on
7 several occasions that this is totally needed.
8 There hasn't been growth. And other spaceports --
9 the thing is there are two different animals out
10 there. There is a vertical launch and there is a
11 horizontal launch. There are very few vertical
12 launches. You've got Kodiak; you've got
13 Vandenberg; you've got Wallops Island, and Cape
14 Canaveral. Most of those exist right in the middle
15 of environmentally hazardous areas or
16 environmentally sensitive areas, and they're
17 totally compatible. It has not been a problem in
18 those areas. In many cases, those areas have kept
19 the surrounding areas from developing.

20 Wallops Island and Kodiak, there's no
21 infrastructure for anything to develop off of, but
22 if you go to Cape Canaveral, in the '60s, in that
23 decade when NASA located there, Brevard County
24 increased by 106 percent. More than twice that of
25 the surrounding counties. And the growth is

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1 continuing. Blue Origin is just now opening a
2 facility that is bringing 330 employees and \$220
3 million worth of investment.

4 I'm looking forward to that sort of thing
5 coming here, jobs growth and the opportunities for
6 our kids graduating from college. I support the
7 Spaceport Camden.

8 MS. LOWE: Thank you, Mr. Kessler.

9 Luke Moses, who will be followed by Natalie
10 Smith, and then Susanna Futato. Is Mr. Moses here?

11 Okay. Then Natalie Smith will be next. Is
12 Natalie Smith here? Susan -- Susanna Futato?

13 Okay. Dwight McCollough. Mr. McCullough will be
14 followed by James Coughlin, and then Jim Gant.

15 MR. DWIGHT MCCOLLOUGH: My name is Dwight PH-I0015
16 McCollough, D-w-i-g-h-t, M-c-C-o-l-l-o-u-g-h. I'm
17 a lifelong resident of Camden County, born and
18 raised here. Raised my children, my family. I
19 have been in these rivers since I was small child.
20 I've studied this impact statement, the
21 environmental study since inception.

22 In my personal opinion, it is a very good
23 thing, a very minimal impact on the environment.
24 The potential for this county is unlimited. I know
25 you have a lot of nice areas which go with

PH-I0014
end

PH-I0015
start

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1 everything. That's like when the car came out and
2 those people who said, why do you want a car?
3 You've got a perfectly good horse in the barn.
4 Electricity. It's all the same.

5 Now you have space. You have highways
6 (indiscernible). Now you've got them and you can't
7 do without them. And now we have space travel
8 coming. Why shouldn't we be a part of it? The
9 potential that's near the impact on the environment
10 is very limited, in my opinion. I know I've heard
11 people here tonight to also say that it's
12 tremendously bad for the environment. Someone
13 would have to show you. Like I said, I've been in
14 these rivers since I was a small child and marshes.
15 And I'm totally in favor of it. It can only help
16 the community, the state, and maybe even the
17 nation. Why say no when you have a chance to
18 really do something -- automatically just say no,
19 we don't want it, we don't want it? I don't think
20 -- I don't agree. (Indiscernible) environment is
21 very, very minimal if it happened to harm the
22 environment. And I am totally in favor of it.
23 Thank you.

24 MS. LOWE: Thank you, Mr. McCollough.
25 James Coughlin, who will be followed by Jim

PH-10015
end

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1 Gant, and then Mary Hinson.

PH-O0007
start

2 MR. JAMES COUGHLIN: Thank you. My name is PH-O0007

3 James Coughlin, J-a-m-e-s, C-o-u-g-h-l-i-n. And

4 I'm the executive director of the Camden County

5 Joint Development Authority, so responsible for

6 economic development.

7 The way we have set this up, the way this is
8 supposed to work is Steve Howard and his team are
9 pursuing the licensing and the development of the
10 spaceport. And then the idea is that our team, the
11 Joint Development Authority, would step in and
12 actually handle the recruitment of companies who
13 occupy the Spaceport. Hasn't quite worked out that
14 way, and I'll tell you why. The companies aren't
15 waiting to contact us.

16 I'm currently involved with Mr. Howard in
17 conversations with seven different companies who
18 are interested in a presence in Camden County as a
19 result of the progress that this spaceport is
20 making. We have an offer on the table right now
21 for a company that would be involved in
22 manufacturing related to this spaceport, that
23 promises to bring 100 jobs averaging \$85,000 a
24 year.

25 We have other companies that are talking to

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1 us that are in that similar range, hundreds of jobs
2 at salaries far beyond what is currently available
3 here in Camden County.

4 So as I mentioned, the idea is that once this
5 spaceport is permitted, I would be involved -- our
6 team would be involved in recruiting those
7 companies. They're already here. They're already
8 contacting us. Some of those have been made
9 public. Vector certainly has been a very welcome
10 presence. ABL was in the paper. The county signed
11 an MOU with that company. And then some of others
12 have requested to be kept confidential right now
13 until they are a little further down the road.

14 I think everybody needs to stop and think
15 about that, just the level of impact, much like the
16 vice admiral shared with us earlier. The level of
17 impact that the Navy made to this community. Think
18 of the level of impact on our children, our school
19 system, and our county in general, that that type
20 of quality economic growth could bring.

21 Thank you.

22 MS. LOWE: Thank you, Mr. Coughlin. Jim
23 Gant, who will be followed by Mary Gibson, and then
24 Helen Rejner.

PH-I0016
start

PH-I0016

25 MR. JIM GANT: I'm Jim Gant, spelled G-a-n-t.

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1 Easy. My name is Jim Gant. I live at 808 Devon
2 Drive, in St. Marys, Georgia, and speaking in
3 strong support of Spaceport Camden.

4 I arrived in Camden County in 1982 as a Navy
5 civil engineer commander to help plan, design, and
6 construct the naval submarine base in Kings Bay.
7 At that time the Navy was looked on with suspicion,
8 some openly against the Navy presence. However,
9 the Navy has proven a wonderful neighbor and
10 employer. Now it contributes over \$1 billion
11 annually to the local economy and employs some
12 9,000 employees.

13 For the submarine base, an extensive
14 environmental impact study was conducted. It
15 guided planning, construction, and indeed current
16 operations over some 17,000 acres, which includes
17 substantial environmental benefits such as the
18 current operation of a large solar farm to provide
19 clean energy to the state of Georgia.

20 The Navy was without doubt the first game
21 changer in southeast Georgia. The spaceport is the
22 next big game changer in Camden County and
23 surrounding counties, and, indeed, the entire state
24 of Georgia.

25 As a longtime registered nonactive

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1 professional civil engineer in the state of
2 Georgia, I was honored to be involved in the
3 initial vetting of the proposed spaceport and
4 became absolutely convinced that this proposed
5 location is one of the best for a medium-sized
6 spaceport anywhere in the United States.

7 The Draft Spaceport Environmental Impact
8 Study comprehensively addresses the many associated
9 questions and issues, including environmental
10 concerns and impact on Cumberland Island while
11 setting aside a large conservation area around the
12 site -- a large conservation area.

13 It is now time to move forward with this
14 unbelievable opportunity and make Spaceport Camden
15 a reality. There is risk in every aspect of life
16 and every decision, but we only move forward when
17 we're not afraid of challenging that risk and
18 moving forward with opportunities such as Spaceport
19 Camden.

20 If a nuclear submarine base can be
21 successfully constructed and operated just south of
22 the proposed spaceport, then there is no doubt that
23 the spaceport can be similarly sited, constructed,
24 operated, and the next game changer for southeast
25 Georgia.

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PH-I0016

end

1

Thank you.

2

MS. LOWE: Thank you, Mr. Gant.

3

We have only two more speakers that have not
been called, Mary Gibson, who will be followed by
Helen Regnery. Is Mary Gibson available? Okay.

4

5

6

7

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9

10

MS. MARY GIBSON: My name is Mary Gibson,
spelled G-i-b-s-o-n. I don't have any prepared
remarks this evening, but I would like to share
with you an experience that I have had in relation
to the spaceport.

11

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PH-I0017

NP-06

I attempted to get some information about a
survey done by the University of Georgia regarding
the public opinion of the spaceport. There was a
large article in the Times Union talking about the
number of people who approved of it, who were
anxious for it to come, and so forth. And in
reading the article, I noticed there was some talk
about education during the survey, and I wanted to
know what questions were asked of the people that
were contacted for that survey, and how they were
asked, and what education was provided, and what
the form was, and how it was said, and how the
questions were asked the second time around.

It didn't seem to make any sense to me. I
asked for a copy of the reported stuff so that I

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1 could read what those wordings were and how it was
2 put together. I first went to the University of
3 Georgia and asked for a copy of it there, and was
4 told that study had been contracted through the
5 Georgia Association of Realtors, of which I am a
6 former member. I am now a retired realtor.

7 And they could not give it me. So I
8 contacted the Georgia Association of Realtors, and
9 spoke with three or four people there, and finally
10 was referred to their attorney. I haven't heard
11 back from him by email. I -- then I contacted two
12 county commissioners, including the chairman of
13 county commissioners and was told that the county
14 did not have a copy of that study, that they had a
15 PowerPoint presentation that they presented by the
16 University of Georgia, and that that could be found
17 on the Camden Roundtable.

18 Well, I went to the County Roundtable website
19 and had trouble finding it, so I contacted the
20 fellows that could tell me how to do that. And I
21 found it, and it is a PowerPoint. And it doesn't
22 say a word about how these questions were worded or
23 what education was provided between the
24 requestioning.

25 This all seems very disingenuous to me. I

NP-06

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1 just would like to see more transparency. I'm not
2 sure whether I'm for or against it, but I have to
3 tell you, I'm leaning strongly against it until I
4 can get some facts or figures. One of those I
5 would like to know is how much did this
6 environmental survey set the citizens of Camden
7 County back, precisely?

NP-06

8 And I have one final word -- one word,
9 Thiokol. Thank you. T-h-i-o-k-o-l.

10 MS. LOWE: Helen Regnery. You'll pronounce
11 it properly, for sure.

12 MS. HELEN REGNERY: I didn't come here 13 PH-10018
tonight really intending to talk. And it turns out
14 I'm the last one. My first name is Helen,
15 H-e-l-e-n. My last name is Regnery. It's
16 R-e-g-n-e-r-y.

17 And I'm very -- I have listened very, very
18 carefully to everything that's been said tonight.
19 And I think it goes back that we all must realize
20 that this is a highly charged, emotional kind of
21 thing with two sides. I've heard from
22 Mr. Rodriguez about Vector. And now the first
23 thing I thought of was, gee, he set a rocket off.

24 So what I remember about Vector was the fact
25 that when we asked the FAA, he didn't have to have

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1 a real license, not in the spec that we think we
2 need a license today.

3 MR. RODRIGUEZ: You can't launch without a
4 license.

5 MS. REGNERY: Well, when the FAA told us that
6 your particular rocket did not fall within their
7 area to give you a license -- so all of this is
8 just to say that there is a lot more involved in
9 this that neither side obviously knows.

10 And I am worried -- the only other thing that
11 I -- there's two other things I wanted to say. One
12 is that I think that the -- and I talked to one of
13 the young ladies about this today from FAA -- the
14 process is backwards. To get a launch license -- I
15 mean a site license and then get a launch license
16 does not allow, in my opinion, a way to truly
17 evaluate how much it is going to cost and what is
18 actually going to happen.

19 Because you -- all you're getting with this
20 is a site license. So we have a whole big area out
21 here of a launch license that then the launch
22 operator is going to have to go back through a
23 whole big review process. And during that interim,
24 I'm wondering what the taxpayers of Camden County
25 really know and what is expected, because there --

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1 because there is so much unknown out there right
2 now that none of us really know.

3 And so how does Camden County tell the
4 taxpayers how much money is going to be spent,
5 needs to be spent in the future to make this
6 possible? And I will close, because I see the
7 caution sign already. And I will put the onus on
8 the FAA, this is supposed to have been a comment
9 period on the EIS. Rather than that, there's been
10 a lot other comments that are not related to EIS.
11 So I am going to ask the FAA as a government agency
12 to do its diligence in answering the comments that
13 will be submitted.

14 MS. LOWE: Thank you very much.

15 Okay. I'm going to recall the people that
16 were not here when I called them the first time.
17 Joe Hannan? Christian Jennings? Luke Moses?
18 Natalie Smith? And Susanna Futato?

19 Okay. Let the record reflect that they have
20 been called twice. It is 8:10. This meeting is
21 scheduled to go to 8:30. We will go into a recess
22 now, and if anyone comes and registers to speak
23 between now and 8:30, we will reconvene and take
24 their comments. Thank you.

25 (Recess taken.)

NP-02

GC-09
NP-30

PH-I0018
end

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1 MS. LOWE: Let the record reflect that it is
2 8:30, and all registered speakers have been called
3 upon to speak. We will now adjourn this public
4 hearing. Thank you so much for coming tonight.

5 (Public hearing concluded at 8:30 p.m.)

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1 REPORTER'S CERTIFICATE

2

3 I, TERESA WYNN, FPR, certify:

4 That the foregoing proceedings were

5 stenographically reported by me at the time and place
6 therein set forth and were thereafter transcribed;

7 That the foregoing is a true and correct
8 transcript of my shorthand notes so taken.

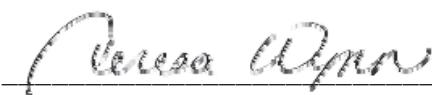
9 I further certify that I am not a relative or
10 employee of any of the parties nor financially
11 interested in the action.

12 I declare under penalty of perjury under the laws
13 of Florida that the foregoing is true and correct.

15 Dated this 23rd day of April, 2018.

16

17

18 

19

20 Teresa Wynn, FPR

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April 12, 2018, Public Hearing

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1 FAA OFFICE OF COMMERCIAL SPACE TRANSPORTATION.

2 IN RE: EIS for SPACEPORT CAMDEN,

3 CAMDEN COUNTY, GEORGIA

4 PUBLIC HEARING

CERTIFIED COPY

5

6 Public Hearing Proceedings with Wendy Lowe as
7 Facilitator, taken by Teresa Wynn, FPR, at the Camden
8 County Recreation Center Community Room, 1050 Wildcat
9 Drive, Kingsland, Georgia, Wednesday, April 12, 2018,

10

11 5:30 p.m.: Open House / Poster Session

12 6:30 p.m. - 6:50 p.m.: FAA Presentation

13 7:00 p.m. - 8:30: Formal Public Comment Period

14

15

16

17

18

19

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I N D E X

PUBLIC SPEAKERS:

4	Ms. Shelly Renner.....	20
5	Mr. James Hunter.....	22
6	Mr. Herald McRae.....	25
7	Ms. Rebecca Bell.....	27
8	Mr. Jim Renner.....	30
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	Mr. Steve Weinkle.....	71

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1 MS. ZEE: Good evening. So thank you all for
2 coming. My name is Stacey Zee. I'm with the
3 Federal Aviation Administration. Thank you for
4 coming to tonight's public hearing. The purpose of
5 the hearing is to accept public comments on the
6 Draft Environmental Impact Statement, or EIS.

7 So the purpose of the Draft EIS is to
8 evaluate potential environmental impacts associated
9 with the issuance of a Launch Site Operator License
10 to the Camden County Board of Commissioners for a
11 proposed commercial space launch site called
12 Spaceport Camden. The goal of this public hearing
13 is to provide you, as members of the public, with
14 an opportunity to provide your comments on the
15 Draft EIS.

16 First, I'm going to introduce Wendy Lowe.
17 She will be the moderator for the meeting tonight,
18 and she's going to review some points for tonight's
19 meeting.

20 MS. LOWE: Okay. So as Stacey explained, my
21 job is to be the moderator tonight. My name is
22 Wendy Lowe. For the record, today is Thursday,
23 April 12th, 2018, and this hearing is being
24 convened in the Community Room of the Camden County
25 Public Services Authority Recreation Center, which

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1 is located at 1080 Wildcat Drive, Kingsland,
2 Georgia. This hearing is one of two that's being
3 held during the public comment period on the Draft
4 Environmental Impact Statement. And the other
5 hearing was held yesterday at the same location and
6 time. And it is now 6:33 p.m.

7 I'd like to point out a few housekeeping
8 items before we get to the presentation. One that
9 is quite obvious, this is Trina Escobar, and she is
10 the sign language interpreter, and she'll be here
11 with us for the entire meeting.

12 Restrooms and drinking fountains are located
13 out the two back doors. It's a separate set. So
14 if you need to go to the restroom, that's where you
15 go. There are four emergency exits. They're all
16 marked with -- I feel like I'm a flight
17 attendant -- but they're marked with red exit
18 signs. These two go directly outside. Those two
19 go into the recreation center and then outside.

20 So please feel free to leave the hearing room
21 at any time. But we would like to request that you
22 do so in a way that minimizes distraction from the
23 official proceedings. And please silence your
24 mobile phones and refrain from any conversations in
25 this room tonight.

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1 So Stacey Zee and her colleague Pam Underwood
2 from the Federal Aviation Administration's Office
3 -- from the Office of Commercial Space
4 Transportation. And they're here tonight to
5 provide an overview of the proposed project and to
6 listen to your comments. As a federal agency with
7 the authority for issuing a Launch Site Operators
8 License, the FAA's Office of Commercial Space
9 Transportation is responsible for preparing an
10 environmental impact statement to evaluate the
11 impacts associated with a launch site in compliance
12 with the National Environmental Policy Act. They
13 will be sitting here at the front of the room to
14 receive your comments. And before we get too far
15 along, Pam is going to start the presentation that
16 Stacey will add to, and share some information
17 about the Draft Environmental Impact Statement.

18 MS. UNDERWOOD: Good evening. Welcome to the
19 FAA's -- welcome to the public hearing for the
20 FAA's Environmental Impact Statement for the
21 proposed Spaceport Camden in Camden County,
22 Georgia.

23 My name is Pam Underwood. I am the FAA
24 licensing representative for this proposed project
25 Also speaking this evening is my colleague Stacey

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1 Zee, an environmental specialist with the FAA
2 Office of Commercial Space Transportation, and she
3 is also the environmental lead for this project.

4 The purpose of this presentation is to
5 explain the FAA's licensing and environmental
6 process, and explain the proposed action and
7 alternatives analyzed in the EIS.

8 Afterwards, you'll be given an opportunity to
9 submit comments concerning the potential
10 environmental issues associated with the EIS. Your
11 comments will help us in preparing the analysis of
12 the environmental impacts that could result from
13 the construction and operation of the proposed
14 commercial space launch site here in Camden County.

15 This first slide discusses why we are here.
16 We are holding a meeting today because the Camden
17 County Board of Commissioners proposes to establish
18 a nonfederal launch site that is county-controlled
19 and county-managed. The county's goal is to
20 provide a launch site option other than a federal
21 range or installation.

22 The county proposes to construct and operate
23 a commercial space launch site called Spaceport
24 Camden that would allow the county to offer the
25 commercial space launch site to commercial launch

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1 providers to conduct launch operations of
2 liquid-fueled, small to medium-large class vehicles
3 at suborbital -- both suborbital and orbital
4 launches. Camden County proposes landing the first
5 stage of some of these vehicles at the site or on a
6 barge approximately 200 to 300 miles off the coast
7 of the Atlantic Ocean.

8 In order to construct and operate a launch
9 site, the county must apply for a Launch Site
10 Operator License from the FAA Office of Commercial
11 Space Transportation. The FAA licenses and
12 regulates the U.S. space transportation industry
13 for launch and reentry activities, as well as the
14 operation of commercial launch and reentry sites,
15 to ensure the protection of public health, safety,
16 safety of property, and protection of the U.S.
17 national security and foreign policy interests of
18 the United States.

19 Additionally, all future vehicle operators
20 will also be required to apply for an FAA launch
21 license prior to conducting any operations for this
22 proposed site.

23 The future proposed activities that are
24 outside the scope of this environmental impact
25 statement could require additional analysis

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1 underneath NEPA. A supplemental environmental
2 analysis could be required when -- once that type
3 of parameters may exceed what is already currently
4 analyzed and in the Draft EIS.

5 The FAA's licensing authority extends to
6 commercial space activities. The FAA issues
7 licenses for the operation of commercial space
8 launch and reentry sites. The FAA issues licenses
9 for commercial orbital and suborbital launches and
10 purposeful reentries.

11 Although the FAA has the authority to issue
12 experimental permits for developmental suborbital
13 rockets, experimental permits are not part of the
14 scope of this environmental impact statement.

15 The FAA does not license activities that are
16 carried out by the federal government, such as NASA
17 or military launches.

18 This slide discusses how the -- process an
19 applicant goes through to obtain a license for
20 operating a site. The FAA conducts several reviews
21 during the Launch Site Operator License application
22 evaluation process before making a determination on
23 the license. The review steps include policy
24 review, a launch site location review, a safety
25 review, and an environmental review.

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1 The policy review determines whether the
2 proposed -- proposed potential project could affect
3 the U.S. national security or foreign policy
4 interests of the United States, or international
5 obligations. This review includes an interagency
6 review as part of the review and evaluation.

7 The launch site location review ensures the
8 licensee can demonstrate a launch from the proposed
9 site with at least one type of vehicle and meet the
10 safety requirements from the FAA.

11 For the safety review, the licensee must
12 demonstrate an understanding of the hazards and
13 discuss how operations will be performed safely.

14 The environmental review ensures the
15 potential environmental impacts of the proposed
16 launch activities are fully considered in the
17 decision-making process. Preparation of an EIS is
18 part of the environmental review process. No
19 decision can be made or a license issued until the
20 review process is complete. Stacey will explain
21 the environmental review process in just a moment.

22 Other aspects considered in the licensing
23 process are agreements with air traffic control and
24 the U.S. Coast Guard, or other local authorities.

25 Once an applicant submits a sufficiently

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1 complete application, the FAA will begin its review
2 process and a licensing determination must be made
3 within 180 days.

4 The posters that you saw in the other room
5 tonight also contain information regarding the FAA
6 licensing process.

7 Now I would like to hand things over to
8 Stacey to go through the environmental review
9 process in more detail.

10 MS. ZEE: Thank you, Pam.

11 The FAA's issuance of a Launch Site Operator
12 License is considered a major federal action that
13 is subject to the National Environmental Policy
14 Act, or NEPA for short. The EIS describes the
15 potential impacts of implementing a federal
16 agency's proposed action.

17 In this case, the proposed action is to issue
18 a Launch Site Operator License to Camden County
19 that would allow the county to offer the commercial
20 space launch site, or Spaceport Camden, to
21 commercial launch providers to conduct up to 12
22 annual launches of the liquid-fueled, small to
23 medium-large lift-class, orbital and suborbital
24 vertical launch vehicles.

25 Camden County proposes landing the first

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1 stage of some launch vehicles at the site or on a
2 barge approximately 2 to 300 miles offshore in the
3 Atlantic Ocean, or they would drop the first stage
4 into the Atlantic where it would not be recovered.

5 Spaceport Camden would accommodate up to 12
6 vertical launches and associated first-stage
7 landings per year, as well as up to 12 static
8 firings and up to 12 wet dress rehearsals per year.

9 Under the proposed action, the county would
10 construct and operate a vertical launch facility, a
11 landing zone, and operations support facilities.

12 The EIS includes all activities connected to
13 the licensing action. Therefore, this EIS
14 evaluates impacts of constructing the vertical
15 launch facility, the landing zone, and operations
16 support facilities, as well as the associated
17 access roads.

18 You can view pictures of the conceptual
19 layouts of the proposed facilities in the brochure
20 or on the posters.

21 So what are the alternatives?

22 NEPA requires that the federal agencies
23 consider reasonable alternatives in the EIS that
24 would accomplish the purpose of the project. In
25 addition to the proposed action which I just

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1 explained, the no-action alternative is also
2 analyzed in the EIS.

3 Under the no-action alternative, the FAA
4 would not issue a Launch Site Operator License to
5 Camden County, and the county would not operate a
6 launch site. NEPA requires agencies to consider a
7 no-action alternative in their NEPA analysis and to
8 compare the effects of not taking action with the
9 effects of the action alternatives. Thus, the
10 no-action alternative serves as a baseline to
11 compare the impacts of the proposed action.

12 This EIS also evaluates the environmental
13 impacts of the ocean-landing only alternative.
14 Under this alternative, all construction and
15 operational activities would remain the same as the
16 proposed action, except the landing zone facility
17 would not be constructed, and all landings would
18 take place on a barge located in the Atlantic
19 Ocean, approximately 2 to 300 miles from the shore.

20 After conducting the analysis associated with
21 the EIS, the FAA has -- the preferred alternative
22 has been identified as the proposed action.

23 The environmentally preferred alternative has
24 been identified as the ocean-landing only
25 alternative. An environmentally preferred

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1 alternative is the alternative that would promote
2 the national environmental policy as expressed in
3 NEPA.

4 Usually this means the alternative that
5 causes the least damage to the biological and
6 physical environment. It also means the
7 alternative which best protects, preserves, and
8 enhances historic, cultural, and natural resources.

9 So what was analyzed in the EIS? This slide
10 outlines the impact categories that the FAA
11 analyzed in the EIS. The EIS includes a
12 description of the existing environmental
13 conditions of the area for the proposed project,
14 which is covered in Chapter 3 of the Draft EIS. It
15 also includes a description of the environmental
16 impacts of the proposed action, no-action
17 alternative, and ocean-landing only alternative,
18 which is presented in Chapter 4 of the EIS.

19 Please keep in mind that just because an item
20 appears on this list does not mean that a
21 significant impact is expected to the resource
22 area.

23 What are the FAA's next steps? The FAA will
24 continue coordination and consultation with the
25 agencies and tribes. After the public comment

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1 period closes on June 14th, we will consider all
2 comments on the Draft EIS and develop the Final
3 EIS, which will address comments received during
4 the process.

5 When the Final EIS is completed, we will
6 publish a notice of availability of the Final EIS
7 in the Federal Register and in the local
8 newspapers. Additionally, we will notify everyone
9 on the project's mailing list, and an electronic
10 version of the Final EIS will be made available on
11 our website.

12 The FAA will wait 30 days after the Final EIS
13 is released before publishing a record of decision,
14 which will identify the FAA's decision regarding
15 the project. The record of decision will identify
16 the FAA's selected alternative and any mitigation
17 or other requirements for this project.

18 As noted earlier, there are many more reviews
19 in the licensing process. Therefore, the
20 completion of the environmental review process with
21 a record of decision does not guarantee that the
22 FAA will issue a Launch Site Operator License to
23 the county. The project must also meet all other
24 FAA requirements.

25 At this point I'm going to hand the

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1 microphone back to Wendy, who will go over some
2 administrative points for the public comments
3 portion of tonight.

4 MS. LOWE: Okay. Thank you. As a moderator,
5 it's my job to make sure that this hearing is
6 conducted in a respectful manner and that everyone
7 is given an opportunity to speak if they would
8 like.

9 Because this is a formal process, Stacey Zee
10 and Pam Underwood will not be responding to
11 comments and will not be answering questions. Some
12 of you may have had the opportunity to attend the
13 poster information session that was held between
14 5:30 and 6:30 this evening. And we hope that
15 session allowed you to ask any questions which you
16 might have to prepare your remarks.

17 There are copies of the handouts that were
18 available in the information center -- session.
19 This is what they look like (demonstrating). And
20 they will be available at the registration table
21 for the duration of the meeting. So if you didn't
22 get a set yet, please do on your way out.

23 It's important for you to understand if you
24 had any conversations in the open house part of the
25 meeting, those conversations were not recorded, and

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1 will not be included in the formal record for the
2 meeting. So if you said something that's important
3 to you, you need to make that statement again from
4 the podium tonight or in the written comments.

5 I should point out that providing oral
6 comments from the podium tonight is only one of the
7 ways which you can submit your comments during the
8 public comment period. If you've prepared written
9 comments that you would like to submit for the
10 record, you're welcome to leave those with us
11 tonight. And there's also a public comment form
12 that looks like this (demonstrating), that's
13 available on the table here. And there is another
14 table in the other room where you can get a copy of
15 that form. You're welcome to fill it out and leave
16 it, fill it out and take it, whatever. The address
17 for submitting comments is up on the screen right
18 now, but it's also printed on both the handout
19 packet and the public comment form. So if you take
20 one of those with you, you will have the address
21 when you're submitting your comments.

22 All comments that are received during the
23 public comment period, which ends on Thursday,
24 June 14, will be given equal consideration. So the
25 comments that are provided tonight don't have more

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1 weight than any you submit later.

2 So let's go over the ground rules for the
3 meeting tonight. Speakers will be given three
4 minutes each to make their comments. And all
5 comments will be provided by individuals, and no
6 one will be allowed to share their time with
7 another person. So when you're done with your
8 comments, then we start the clock again for the
9 next person.

10 I would urge you to keep your comments as
11 short as possible so we can hear from as many
12 people as we can this evening. To sign up to
13 provide oral comments, you have to register -- sign
14 up at the registration desk in the lobby. There is
15 a card, and if you check the little box in the
16 bottom left-hand corner, that's how you indicate to
17 us that you're interested in speaking.

18 Once we start the hearing, I'll be calling
19 people in order -- in the order in which they
20 signed up. And we will be accepting speaker
21 registration cards all the way up until 8:30
22 tonight, which is the time that was announced in
23 the Federal Register for how long this meeting will
24 be.

25 We recognize that two minutes is a brief

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1 amount of time, and we strongly encourage people
2 that want to provide more detailed comments to put
3 those in writing and submit them so all of the
4 things that matter to you can be captured in the
5 record.

6 Daniel Dehn, right here, is going to be
7 helping me as a timekeeper tonight, so we will both
8 be holding up signs when you have 30 seconds left
9 to let you know that your time is running out.

10 Did I just say two minutes? I lied. Three
11 minutes. Okay. Sorry about that.

12 Okay. At three minutes, I'll ask you to
13 stop, and then I'll invite the next speaker to come
14 forward to the microphone. Please understand that
15 if I cut you off, it's only because it's my job to
16 make sure that everyone has a fair opportunity to
17 speak. So that's the reason I'm enforcing that.

18 I'll be calling up to three people at a time
19 to give you a little bit of warning when your turn
20 is coming up. And when I call on you to speak,
21 please step forward to the microphone that's right
22 here. That is the microphone that speakers will be
23 speaking from. And speak directly and clearly into
24 the microphone.

25 Begin by stating and spelling your name and

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1 the name of any organization or agency that you're
2 representing tonight, and your time will begin at
3 that point.

4 The FAA has asked me to remind you that any
5 personal information you provide tonight may be
6 made publicly available at any time. So you can
7 ask us to withhold your personal information, but
8 they may not be able to do that.

9 So Teri Wynn, sitting here at the front, is
10 our court reporter. And it is her job to produce a
11 complete and accurate transcription of this
12 hearing. I have asked her to let me know if she's
13 having any trouble hearing or understanding anyone,
14 so I may intervene if she's having trouble keeping
15 up.

16 There may be other people present in the
17 building tonight that are recording, and I don't
18 know about that. The official record is the one
19 that she is producing. As soon as it's ready, it
20 will be posted on the website. The transcription
21 of this hearing will also be included in the Final
22 EIS. If you want to sign up to be notified when
23 the Final EIS is available, you can do that at the
24 registration table as well.

25 So one final request I would like to make for

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1 you tonight. I know some of you have strong
2 feelings either in favor of or opposed to the
3 proposal. Regardless of your position, I would
4 appreciate your help in making sure that everyone
5 who speaks tonight is treated respectfully, as I
6 know you'll want to be when it is your turn to
7 speak.

8 Outbursts and interruptions will slow things
9 down, and it's my job to control the hearing
10 process to assure that we can proceed with a
11 respectful tone and allow all speakers to be heard.
12 Obviously, any interruptions will just slow the
13 process down and may limit the number of people we
14 can hear from tonight.

15 So with that, we will begin taking comments.
16 And I will let the first three people know. So
17 Shelly Renner is first. Shelly will be followed by
18 James H. Hunter, and then Herald McRae.

19 MS. SHELLY RENNER: The FAA has a duty to PH-I0019
20 protect lives and property.

21 MS. LOWE: Actually, we need you to introduce
22 yourself and --

23 MS. SHELLY RENNER: Shelly Renner,
24 R-e-n-n-e-r. The FAA has a duty to protect lives
25 and property. The DEIS does not identify any

SA-01
SA-09
SA-16
SO-25

20

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1 private properties at risk from overflying rockets.
2 But there are over 70 houses on Little Cumberland
3 Island and Cumberland Island that are owned and
4 occupied by Camden County taxpayers and will be in
5 the overflying exclusion zone.

SA-01
SA-09
SA-16
SO-25

6 On Little Cumberland Island, the 1838
7 Historic Lighthouse; 77 Otter Trail; 1 Otter Trail;
8 110 Ocean Trail; 48 Ocean Trail; 210 Ocean Trail;
9 304 Ocean Trail; 454 Ocean Trail; 504 Ocean Trail;
10 225 Cross Trail; 410 Cross Trail; 524 Cross Trail;
11 560 Cross Trail; 641 Cross Trail; 683 Cross Trail;
12 818 Cross Trail; 888 Cross Trail; 944 Cross Trail;
13 1030 Cross Trail; 1118 Cross Trail; 1234 Cross
14 Trail; 1268 Cross Trail; 1964 Ocean Trail; 2306
15 Ocean Trail; 2360 Ocean Trail; 2636 Ocean Trail;
16 2732 Ocean Trail; 1277 River Trail; 1231 River
17 Trail; 1137 River Trail; 977 River Trail; 771 River
18 Trail; 615 River Trail; 499 River Trail; 319 River
19 Trail; 651 East Ridge; 561 East Ridge; 439 East
20 Ridge; 361 East Ridge; 287 East Ridge; 241 East
21 Ridge; 235 East Ridge; 155 East Ridge, 735 East
22 Ridge; and 1 East Ridge.

23 On Big Cumberland Island, 407-A North Cut
24 Road; 407-B North Cut Road; 783 North Cut Road;
25 15842 Main Road; 16 High Point Road. There are ten

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1 homes on this property. 11256 Main Road; 907 Plum
2 Orchard Road; 806 Plum Orchard; Squaw Town Main
3 Road, four houses. Thank you.

4 MS. LOWE: Thank you, Ms. Renner. The next
5 speaker will be James Hunter, followed by Harold
6 McRae, followed by Rebecca Bell.

7 MR. JAMES HUNTER: Hello. My name is James **PH-I0020**
8 Hunter, J-a-m-e-s, H-u-n-t-e-r. Thank you for the
9 opportunity to provide comments to the FAA.

10 I'm one of the many members of the Little
11 Cumberland Island community. We lie directly in
12 the launch hazard zone associated with Camden
13 County's proposed spaceport. My family and I have
14 been members of the Little Cumberland Island
15 community for over 50 years. Throughout that time,
16 we have been and continue to be Camden County
17 taxpayers. We are members of the public that have
18 no association with the proposed spaceport or any
19 activity proposed to be carried out.

20 We have the right to be at our homes on
21 Little Cumberland Island at any time, at all times.
22 We can permanently reside there. Contrary to the
23 Draft EIS, which erroneously states that Little
24 Cumberland Island association documents prohibit
25 full-time residents. There is no such restriction.

-LU-01

22

Transcript of Hearing Proceedings
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1 To the contrary, members of the community as well
2 as the superintendent and other staff can and do reside there full-time. LU-01

4 I don't understand why county officials believe the site they proposed for the spaceport to be appropriate. Never before has a spaceport been licensed that would put an unwilling community in the crosshairs of a launch hazard zone. We have no opinion with the county to prevent such activities, and the county has no right to exercise -- or to expose me, my family, or our properties to the dangers adherent to launched rockets. AL-02

13 The EIS has manufactured a term, quote, authorized personnel, unquote, to pretend that members of the public who find themselves in the launch hazard zone, such as me and other members of Little Cumberland Island community, are not relevant for the FAA's analysis. This is absurd and contrary to regulatory requirements. SA-08
SA-09

20 But those preparing the EIS can't pretend that the Little Cumberland Island community does not exist or its members don't exist. Further, they can't pretend that members of the Little Cumberland Island community are not members of the public. NP-21

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1 The FAA and the drafters of the EIS cannot
2 blindly rely on census data, but it knows the facts }
3 and circumstances to the contrary. And I'm here to } SO-31
4 put the FAA and those drafters on notice that the
5 Little Cumberland Island community does exist; its
6 members exist; that its members are members of the
7 public; and that the proposed spaceport poses a
8 direct danger to the people and property that make
9 it a community.

The EIS must appropriately evaluate all impacts a proposed spaceport could have on Little Cumberland Island and its members. Currently, it does not.

14 There is not a single viable trajectory from
15 the proposed spaceport site that does not include
16 me and my family in the hazard zone. As members of
17 the public, we've got to be forced to be subjected
18 to this dangerous and hazardous condition.

19 The FAA must recognize the dangers imposed by
20 the spaceport to the Little Cumberland Island
21 community, and the EIS must consider all impacts
22 the proposed spaceport could have on that
23 community. Thank you once again for the
24 opportunity to provide my comments.

SA-01
SA-12

25 MS. LOWE: Thank you, Mr. McRae -- sorry --

PH-I0020
end

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1 Mr. Hunter.

2 Herald McRae will be next, followed by
3 Rebecca Bell and then Jim Renner.

4 MR. HERALD MCRAE: I'm trying to figure out
5 how people see that yellow sign behind there.

6 MS. LOWE: That's why we have this gentleman
7 here.

8 MR. HERALD MCRAE: You're the guy.

9 MS. LOWE: I'm letting the audience know;
10 he's letting you --

11 MR. HERALD MCRAE: I'm a homeowner on Little
12 Cumberland Island, and I'm on the island more times
13 than not. And when I looked at the impact study,
14 there was a lot of questions I had. And they
15 talked about rocket failure.

16 MS. LOWE: Just one second. Would you spell
17 your name?

18 MR. HERALD MCRAE: M-c-R-a-e. It's an old
19 Scottish name.

20 The regs say that you can have a failure 2.5
21 to 6 percent of the time, and if they fire a rocket
22 monthly, that means within 36 months, something is
23 going to blow up. And another place on the study,
24 they said we can stay on the island as authorized
25 personnel, and in the event there was trouble, we

PH-I0021

PH-I0021
start

SA-03

SA-02
SA-08

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1 could go into our house or our tent, but it will
2 not stand molten lead, and it will not stand
3 burning fire. So how are we going to go into our
4 tents for protection is beyond me.

SA-02
SA-08

5 In accordance with the regs, Camden County
6 says that there will be opportunities for the
7 members of the county, and on LCI, what kind of
8 opportunities I am going to get. That's another
9 thing that really bothers me.

SO-32

10 They talked about the nights and sometimes
11 the lights will be on at night. We have the oldest
12 turtle hatchery on the East Coast. And during
13 turtle-hatching season, we all have red lights, red
14 flashlights, and red dome lights in our house,
15 because if you've got bright lights, the turtles --
16 baby turtles head for the bright light. And if
17 that happens to be Camden County's got those lights
18 on, they're going to head for the river and not go
19 out to the ocean. That's a real danger in all
20 this.

BR-19

21 It also -- one last comment that -- growing
22 up on a farm -- I was reading that the sounds would
23 have no -- virtually no impact on wildlife. Well,
24 we've got wildlife in the island. We've got deer;
25 we've got turkey; we've got a bobcat family; we've

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1 got horses. A lot of those animals have been
2 around us so much, you can get fairly close to
3 them.

4 However, loud noises they say have no impact.
5 Now, growing up on a farm, we had hundreds of
6 cattle, and if you were clearing a pastureland of
7 trees, if the cows had not been moved and you put
8 dynamite to blow up those stumps, the cows head to
9 the branches, and you can't -- they're not just
10 going to come back after the noise is over.

11 It takes a lot of work to get them out in the
12 pasture. And then for a while, every time you slam
13 that truck door, they will break and run. So I
14 know the deer and the horses are going to react
15 very similar ways. So it's going to destroy our
16 island because it's going to pull all of the
17 wildlife down to the village island.

18 Thank you.

19 MS. LOWE: Thank you, Mr. McRae.

20 The next speaker will be Rebecca Bell,
21 followed by Jim Renner, and then Elizabeth Sise.

22 MS. REBECCA BELL: Hello everybody. My name
23 is Rebecca Bell, R-e-b-e-c-c-a, B-e-l-l, and I'm a
24 resident of Little Cumberland.

25 MS. LOWE: Can you walk up a little closer to

BR-03
BR-13

PH-I0021
end

PH-I0022
start

PH-I0022

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1 the microphone?

2 MS. REBECCA BELL: Is that better?

3 MS. LOWE: Thank you. Yes.

4 MS. REBECCA BELL: The Draft Environmental
5 Statement says that there -- and I quote, There are
6 no full-time residents of Little Cumberland Island,
7 by their homeowners association charter. That's on
8 page 179, lines 27 to 28. Both of those statements
9 are false. According to our association of
10 counsel, there is nothing from preventing permanent
11 residents on Little Cumberland.

LU-01

12 And I'm here to tell you that I am a
13 permanent resident of Little Cumberland, and I have
14 been for 40 years. Also, I'm a registered voter in
15 Camden County and have been since the '70s. This
16 is a real community we have out there. It's not to
17 be ignored. This is my home and this is my
18 community. In our community, unlike some
19 communities on the mainland even, we know each
20 other. We help each other. We talk. We compare
21 ideas.

22 And sometimes we agree and sometimes we
23 disagree, but we are united by our love for the
24 island and our dedication to protecting it. We now
25 have families that somebody said, is a permanent

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1 one, have a fourth generation on the island now.
2 That's pretty permanent, whether they're there
3 every day or not. All members of our community pay
4 taxes in Camden County without receiving services
5 in return.

6 And now our taxpayer dollars are being spent
7 on a spaceport project that has, in my opinion at
8 least, little chance of ever showing a profit, and
9 puts in danger our properties and possibly our
10 lungs by firing rockets off directly above us. My
11 house is one of those that will be under almost any
12 trajectory that can be imagined.

13 Our community was founded to protect the
14 island and keep it in as natural state as possible.
15 Because of that commitment and our agreement with
16 the federal government that incorporates that, we
17 were allowed to be incorporated into Cumberland
18 Island National Seashore. And as part of that, we
19 protect much of our island as wilderness.

20 Any rocket failure that might even possibly SA-01
21 rain fiery debris down onto our island, our island SA-02
22 would be unprotected. It would be evacuated. And SA-12
23 anything that could rain that debris down on us SA-02
24 would be in conflict with our agreement with the
25 national government to return our obligation to

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1 protect the island.

2 MS. LOWE: Thank you, Ms. Bell.

3 MS. BELL: Therefore, the Final EIS must
4 include a hazard --

5 MS. LOWE: I need you to conclude. I'm
6 sorry. Everybody is getting the same amount of
7 time.

8 MS. BELL: Thank you.

9 MS. LOWE: Thank you.

10 Okay. Jim Renner, who will be followed by
11 Elizabeth Sise, and then Queen Quet, I think.

12 MR. JIM RENNER: I'm Jim Renner, R-e-n-n-e-r.
13 I love the coast. I know everybody here loves the
14 coast. That's why we live here. That's why my
15 wife and I have been property owners in Camden
16 County for over 20 years. This is a great place to
17 live. We've got a thriving economy and a high
18 quality of life, because of the natural resources
19 that we have here in Camden County. We've got vast
20 expanses of salt marsh; we've got clean coastal
21 waters; we've got productive fisheries. These are
22 resources that need to be protected for all
23 Georgians and for our children's children.

24 Why would we pursue a speculative economic
25 development project that can only harm these

SA-01

PH-I0023

PH-I0022
end

PH-I0023
start

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1 resources? Spaceport operations, they can only WR-01
2 degrade the salt marsh. They can only disturb the WR-09
3 visitor experience to Cumberland Island National GC-03
4 Seashore. Spaceport operations can only disrupt WL-02
5 commercial fishing and commercial shrimping and SO-10
6 recreational fishing.

7 Spaceport operations can only destroy CR-01
8 historic structures and can only diminish our SO-30
9 heritage and our quality of life. The salt marsh
10 is the most precious thing we have here on the WR-01
11 coast, and it is barely mentioned in the Draft EIS, WR-04
12 except as a buffer. The salt marsh is what needs WR-13
13 to be buffered from spaceport operations.

14 I'm not sure that Floyd Creek or Tide Creek WR-01
15 can survive 40,000 gallons of kerosene being leaked WR-03
16 into it. I'm not sure that Christmas Creek can SA-12
17 survive rocket debris with radioactive payloads SA-17
18 being dropped into it. PA-02

19 So we've been told for two years, wait, the
20 Draft EIS is coming. Just wait for the Draft EIS.
21 The Draft EIS is out. It raises far more questions
22 than it answers.

23 This is an important issue to protect the
24 resources that we all cherish, so I'm going to
25 comment, I encourage everyone to comment, too. Our

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PH-I0023
end

1 lives depend on it.

2 MS. LOWE: Thank you, Mr. Renner.

3 The next speaker will be Elizabeth Sise,
4 followed by Queen Quet, and then Faryn Parker.

PH-I0024
start

5 MS. ELIZABETH SISE: Hello. My name is
6 Elizabeth Sise, S-i-s-e, and my family and I are
7 retained-rights owners on the north end of
8 Cumberland Island.

PH-I0024

9 According to the maps in the EIS, my family's
10 house is in the trajectory hazard area, or the
11 closure area, depending on the path of the rockets.

SA-05

12 I'm here today because I am opposed to the
13 building of Spaceport Camden. One of my concerns
14 is the use of the term, quote, authorized persons.

15 As stated in Section 4.0 of the Environmental
16 Consequences on page 287, it states, quote, Other
17 residents and potential persons in habitable
18 structures on the north end of Cumberland Island
19 (Squat Town and Plum Orchard) and Little Cumberland
20 would be considered, quote, authorized persons. My
21 family's home in Squat Town, at 11255 Main Road, is
22 directly referenced in parentheses.

SA-08

23 FAA's environmental specialist, Stacey Zee,
24 was quoted in the Tribune Georgian as saying, This
25 is, quote, not a term used anywhere in the FAA

32

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1 regulations. If this is not a
2 government-authorized term, I would like to
3 understand where it came from and what exactly the
4 definition of this term is. I'm not a trained
5 firefighter, so I'm wondering why I would be
6 authorized to be in a potentially dangerous area.

SA-08

7 If the FAA leader designates this area too
8 dangerous for human presence, which the term,
9 quote, closure area would suggest, what would be
10 the justification for a corporation moving people
11 from their private property?

PA-33

12 Because this is not a government program and
13 it will be for profit, why would people with rights
14 to their land or even just to their homes be forced
15 to leave?

16 In addition, I did notice some discrepancies
17 to the EIS. In Exhibit 3.12-2, a map shows all the
18 structures in the area with a trajectory hazard
19 area and closure area marked. I can count at least
20 three structures that do not appear to be included
21 in that path. My family's house, my aunt's house,
22 and our neighbor's house are all not included. All
23 of these are found on the Camden County Property
24 Appraisal website. This discrepancy makes me
25 question the thoroughness of this EIS. If

33

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1 something as basic as that was left out, what else
2 is missing?

3 Also, as stated in Section 3.4.3.2,
4 Cumberland Island National Seashore is required to
5 have an approved fire-management plan. By adding
6 the additional fire risk that a rocket launch
7 overhead will indeed add, one can only assume they
8 will have to add additional measures to safeguard
9 (indiscernible) it requires.

10 In addition, the intercoastal waterway will
11 be temporarily closed north of Crooked River State
12 Park during each launch. With the increased need
13 for manpower, will the resources be paid for by the
14 privately-owned company benefitting from the launch
15 or will American taxpayers be footing the bill?

16 For all these reasons stated, I cannot
17 support the opening of Spaceport Camden. Thank you
18 for your time.

19 MS. LOWE: Thank you.

20 The next speaker will be Queen Quet, followed
21 by Faryn Parker, and then Jeff Stewart.

22 MS. QUEEN QUET: Good evening. I'm glad to
23 be here this evening. I'm Queen Quet, Q-u-e-e-n,
24 Q-u-e-t. (Indiscernible.) But our people are still
25 here on this coast in Georgia.

CO-08

SA-02
PA-28

PH-O0008

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1 MS. LOWE: Can you slow down just a little
2 bit so the court reporter and the sign language
3 interpreter can keep --

4 MS. QUEEN QUET: Sure. I just want to get
5 through my three minutes. I hope you just didn't
6 deduct from it. But I'll slow it down.

7 So I want to make sure that Gullah/Geechees
8 are not left out of this process. Reading through
9 the draft of the EIS, I have not seen one mention
10 of any of our culture or our cultural heritage. In
11 Appendix F, that refers to cultural resources,
12 there is no reference to the area that this
13 proposed spaceport would be in, being a part of a
14 national heritage area, which it is. It is part of
15 the Gullah/Geechee cultural heritage corridor, of
16 which I was the general management plan
17 chairperson.

CR-04

18 There are no references to anything regarding
19 the environmental harm, the intangible or tangible
20 cultural resources of this coast in this EIS
21 report. I have also served on the National Parks
22 Relevancy Committee. And I'm very shocked and
23 surprised that something would even be proposed
24 near the Cumberland Island National Seashore, which
25 I have fought for.

CR-01

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I am very surprised tonight to find out that
the audio from all this will also cover Amelia
Island, Jekyll Island, and a number of the other
areas here, and the Golden Isles, as the trajectory
of this space launch goes on and travels over the
homes of people who I met tonight, who their homes
I didn't read about in the EIS.

So I'm here, because, at first, I said, well,
how did all of my people get left out? And we have
been on this coast for over 400 years. But now I
am here to find out that even if you were here
50 years ago and still living here, you were left
out too.

So now I guess I'm in good company when I say
I oppose this -- this proposal for this spaceport
being placed here on the Gullah/Geechee nation's
coast. It brings about too many additional
questions, but more than that, the possibilities of
furthering a lot of the emissions that we are
trying to counteract now that's causing massive
climate change harm to our communities around the
world, especially on the coast.

And when I hear that the marsh is of a
significant resource, let us not forget there's
Gullah/Geechees who fish in these marshes, who also

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1 use these grasses from the intercoastal waterway
2 for all these generations, and we continue to do
3 that. And so we want to make sure that our voice
4 is heard tonight, and I thank you for that
5 opportunity. Thank you, thank you.

CO-09
WR-04
-WR-09
WR-13
WR-14

PH-O0008
end

6 MS. LOWE: Thank you, Ms. Quet.

7 The next speaker will be Faryn Parker,
8 followed by Jeff Stewart, followed by Michele
9 Hunter.

PH-O0009

PH-O0009
start

10 MS. FARYN PARKER: Hello. I'm Faryn Parker,
11 F-a-r-y-n, P-a-r-k-e-r, and I'm here as a Camden
12 County High School student representing the Camden
13 County Teen Republicans. Camden High school is
14 among the top-rated high schools in Georgia, which
15 includes numerous STEM career paths, including
16 award-winning robotics teams.

17 And these students desire to live and work in
18 Camden County with plentiful, high-paying STEM jobs
19 provided by the commercial space industry.

20 Georgia is home to over 800 aerospace
21 communities that adds \$64 billion to the economy
22 and support 99,000 direct aerospace jobs. Georgia
23 only garners one-half of 1 percent of the U.S.
24 space market and just one-tenth of 1 percent of the
25 global space market.

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1 Camden County Teen Republicans aspire to
2 enter the workplace in the very near future. Many
3 of them hope to pursue STEM-related career
4 occupations that can be supported by a facility,
5 such as spaceport in Camden County.

6 Whereas, Camden County Teen Republicans
7 support economic development, high tech, and
8 aerospace opportunities in their own community.
9 Therefore, be it resolved that Camden County Teen
10 Republicans support the draft for EIS Spaceport
11 Camden. Thank you very much.

12 MS. LOWE: Thank you, Ms. Parker.

13 Jeff Stewart, who will be followed by Michele
14 Hunter, and then Panos Kanes.

15 MR. JEFF STEWART: My name is Jeff Stewart,
16 J-e-f-f, S-t-e-w-a-r-t. What we're looking at
17 today is the global impact on citizens on Harriets
18 Bluff Road and the homeowners. One of the things
19 to bring up is the traffic. How is it going to
20 affect our mail? How is it going to affect our
21 appointments? How is it going to affect emergency
22 vehicles? How is it going to affect if somebody is
23 flying in or flying out, or if we've got to go pick
24 somebody up, if we have to pick your kid up at
25 school? How about launch days? What launch days?

PH-I0025

TP-02
TP-03
TP-04

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1 How long are they going to be? What are the launch PA-21
2 hours? How is it going to affect the traffic in TP-02
3 the roads? How is going to affect our homes? How
4 is it going to affect our real estate? Prices? SO-34
5 Taxes? Insurance? Are we going to get any
6 benefits out of it? Security, at least for locals, TP-02
7 how is it going to be affected? How are we going TP-03
8 to be coming and going, as far as the traffic goes
9 up and down the road? How long is it going to be
10 secured for? What else is it going to affect? How
11 are you going to prove that you are a person, or SA-11
12 can you go up and down, or are you going to be SA-23
13 restricted?
14 Job openings? How is it going to affect it? SO-35
15 What kind of job openings are we going to have?
16 How is the building going to affect us? How is the
17 security going to affect us?
18 These are things we need to know as
19 homeowners and people going up and down Harriett's
20 Bluff. We come here. We enjoy the time. We enjoy
21 our houses. But we need to be able to travel and
22 come and go. Thank you.
23 MS. LOWE: Thank you, Mr. Stewart.
24 Michele Hunter, who will be followed by Panos
25 Kanes and then April Lipscomb.

PH-10025
end

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PH-I0026
start

1 MS. MICHELE HUNTER: My name is Michele
2 Hunter, M-i-c-h-e-l-e, H-u-n-t-e-r. And I
3 appreciate the opportunity to speak this evening.
4 I am a property owner and a taxpayer in Camden
5 County and a member of the Little Cumberland Island
6 community. I feel the EIS in its current form
7 minimizes our presence being directly under all
8 rocket launch trajectories, putting human life, my
9 life, and my family's life at risk.

PH-I0026

10 It is my understanding that there is no other]
11 spaceport which launches over human inhabited land,]
12 and I just can't understand how or why this site]
13 would even be considered. Should this project move]
14 forward, there will be a day when a rocket does
15 explode. LCI will be destroyed by fire and debris,
16 and most tragically, human lives lost, perhaps
17 mine.

AL-02

18 Please make sure the EIS and hazard analysis]
19 includes our island community accurately as to]
20 ensure this project does not go forward.]

SA-01

21 Thank you for your time.

22 MS. LOWE: Thank you, Ms. Hunter.

23 Panos Kanes, to be followed by April
24 Lipscomb, and then and Robert Dickman.

PH-I0027

25 MR. PANOS KANES: My name is Panos Kanes.

40

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1 Panos is P-a-n-o-s. Kanes is K-a-n-e-s. Good
2 evening. I'm a Georgia native. My family is part
3 of the Little Cumberland Island community.

4 I'm a commercially rated pilot, and I love
5 aviation and space, but I think the proposed
6 spaceport is a bad idea.

7 If I understand correctly, the FAA has
8 approved every launch site license ever applied
9 for; however, Camden County's unique interpretation
10 of the FAA regulations might provide the FAA with
11 an historic opportunity to turn one down. Contrary
12 to Camden County's claim that Little Cumberland
13 Island residents and campers and national park
14 personnel and the Cumberland Island National
15 Seashore are authorized persons and can remain in
16 the hazard zone during the launch, the FAA
17 regulations are clear that no living being can
18 remain in a launch hazard area during the launch.

19 In addition, if we, as property owners, are
20 deprived of the use and enjoyment of our property,
21 a taking in legal terms, the constitution of the
22 sovereign state of Georgia expressly prohibits such
23 a taking by local government to benefit commercial
24 and private interests. This legal mandate has been
25 ignored by the county and the FAA.

SA-08
SA-09

PA-33

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1 SpaceX is an example of a private launch
2 operator with private shareholders that would
3 benefit from this facility. Even if the EIS is
4 ultimately approved and the site is built, a launch
5 operator will never be able to launch a rocket from
6 the site. As you can imagine, this might present
7 some difficulties for Camden County. But I have a
8 solution. I didn't come up with it on my own. It
9 is contained in the Jacobs Engineering Report,
10 entitled "The Right Place at the Right Time," which
11 was just released by Camden County in time for
12 these hearings.

13 If you ignore all the fluff in the report
14 about the economic benefits of launching rockets,
15 which will either never be allowed to launch or
16 will be allowed only after years of litigation and
17 millions spent, it identifies ten market segments
18 of the space flight industry, six of which do not
19 require launching even a single rocket ever.

20 The study specifically mentions the
21 development of a research and innovation park to
22 attract space research and development companies
23 and gave the example of the Central Florida
24 Research Park, which has 58 buildings, 128
25 companies, and 9500 employees.

-AL-07

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PH-I0027
end

1 Considering the proximity to Cape Canaveral
2 and to Georgia's own aeronautical industries, why
3 can't we have that here? All of this can be done
4 now. My property taxes go down and everybody is
5 happy.

- AL-07

PH-O0010
start

6 Thank you for your kind attention.
7 MS. LOWE: Thank you, Mr. Kanes.
8 The next speaker will be April Lipscomb,
9 followed by Robert Dickman, and then Keith Post.

PH-O0010

10 MS. APRIL LIPSCOMB: Good evening. My name
11 is April Lipscomb. It's L-i-p-s-c-o-m-b. I'm a
12 staff attorney with the Southern Environmental Law
13 Center. We are a nonprofit environmental advocacy
14 organization. We use the power of the law to
15 protect all the special places that you love,
16 including the coast of Georgia and Camden County.

17 During the scope and the period for this
18 project, we asked the FAA to look at this proposal
19 and the public's input with a critical eye and an
20 objective eye. We also raised numerous questions
21 about a spaceport's effects on our critically
22 important salt marsh, Cumberland Island, Little
23 Cumberland Island.

24 We also raised questions about light and
25 noise pollution, and the already very heavily

NC-01
NC-10
VE-02
HW-01

43

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1 contaminated site where the spaceport would go.

-HW-01

2 After reading through the Draft EIS, we now
3 have more questions than we do answers. And most
4 of our questions have not been sufficiently
5 answered. Notably, and as several other people
6 have already mentioned tonight, there are numerous
7 errors and omissions in the Draft EIS, and I'll add
8 some more examples.

9 First, the DEIS discusses effects on rainbow
10 trout, which are nowhere found in the Georgia

-SO-16

11 Coast. They're all up in the Georgia mountains.

12 Relatively, there is absolutely no discussion of

13 the spaceport's effects on our recreational and

14 commercial fisheries or recreational fishing and

15 commercial fishing in the rivers, creeks, and

16 coastal waters surrounding the proposed site, or

17 how the operation of a spaceport may interfere with

18 Georgia citizens' constitutional right to fish in

19 those waters during launches, landings, and

20 everyday activities. And those are just two

21 examples of many.

-SO-10

WL-02

22 Even if the numerous errors and omissions are

-NP-86

23 fixed in the Final EIS, we still have grave

24 concerns. We question whether the operation of a

25 spaceport will infringe on constitutional rights,

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1 both property rights and inherent rights under both
2 the Georgia Constitution and the United States
3 Constitution.

NP-86

4 We're also concerned with the extent to w .
5 the operation of a spaceport may be inconsisten
6 with federal and state environmental laws, as w
7 as the FAA's own regulations.

LC-15

8 And we have to ask why Camden County would
9 propose a spaceport on a heavily contaminated site
10 and risk further contamination of our salt marsh,
11 our soil, groundwater, and our coastal waters.

AL-02

HW-01

12 We ask the Camden County Board of
13 Commissioners to reconsider this project and think
14 of new and innovative ways of bringing additional
15 economic development to Camden County.

16 Finally, I would also like to ask the FAA at
17 this time for an extension of the public comment
18 period. We are still waiting for responsive
19 documents under FOIA requests, so we may not
20 actually get those documents in time before the
21 comment period ends. And that information will be
22 incredibly helpful and allow us to comment fully on
23 this project.

PI-02

24 Thank you.

25 MS. LOWE: Thank you, Ms. Lipscomb. I'm

PH-00010

end

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1 having trouble pronouncing that one for some
2 reason.

3 Okay. Robert Dickman will be next, followed
4 by Keith Post, and then Robert Cummins.

PH-I0028
start

5 MR. ROBERT DICKMAN: My name is Robert
6 Dickman. I'm a resident of Camden County,
7 representing myself. Robert Dickman, R-o-b-e-r-t,
8 D-i-c-k-m-a-n. I spent 37 years in the Air Force,
9 almost all the space visits. Mid 1990s, I had the
10 honor of commanding the 45th Space Wing, the unit
11 that operates Cape Canaveral and the Eastern Range.
12 During my 18 months there, we launched 20 unmanned
13 rockets from the Cape and provided the range and
14 range safety support to the ten shuttle missions.

15 Range safety procedures used by the FAA for
16 commercial launches are derived from Air Force
17 regulations that have evolved with changes in
18 launch vehicles since the 1950s. No third party,
19 that is, someone not involved in the launch, has
20 ever been injured as a result of a U.S. space
21 launch. That is FAA's standard for commercial
22 launches and the basis for the safety aspects of
23 this EIS. I'm not an environmentalist and can't
24 comment on those aspects of the Draft EIS.

25 With respect to the safety considerations,

PH-I0028

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1 I'm sure that a careful reader can find lots of
2 minor errors; however, for the big question of
3 third-party safety, no one in the world, in the
4 world, does a better job on space launch safety
5 than the FAA's Office of Commercial Space
6 Transportation.

7 The Draft EIS addresses launch vehicles from
8 small to medium-large. The practical reality is
9 that Camden Spaceport is sized to support small
10 launch vehicles, carrying hundreds of pounds to
11 orbit, not the many thousands of pounds in orbit
12 carried by Falcon 9, Atlas V, or Delta 4 that
13 launch from the Cape.

14 The facilities and infrastructure at the Cape
15 or at Wallops are a totally different scale than
16 what's proposed here with this spaceport; the
17 purpose-built for a single vehicle type. Spaceport
18 Camden is intended to service multiple launch
19 vehicles from the same complex, and that means
20 small and relative simple.

21 You've heard that the probability of failure
22 is between 2 1/2 and 6 percent. The number
23 includes failure during three parts of a flight;
24 the first stage, the second stage, and recovery.
25 The only one that matters to anyone near a launch

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1 base is the first stage.

2 Generally speaking, first stage liquid
3 rockets fail either very shortly after ignition,
4 essentially on or above the launch pad -- it
5 happened at Wallops a few years ago -- or by
6 underperforming, again far out into the launch
7 trajectory throughout its launch. The failures
8 that make exciting pictures of debris scattered
9 everywhere are of solid rocket motors.

10 The old Delta II and Titan IV had classic
11 failures. The Challenger was a solid rocket motor
12 failure. Solid motors are not planned for
13 Spaceport Camden for good reason.

14 Launch risk is all about probabilities. The
15 probability of being killed by a rocket from
16 Spaceport Camden is statistically lower than the
17 probability that you will be killed on a highway in
18 Georgia.

19 MS. LOWE: Thank you, Mr. Dickman.

20 And the next speaker will be Keith Post,
21 followed by Robert Cummins, and then Allen Burns.

22 MR. KEITH POST: My name is Keith Post,
23 K-e-i-t-h, P-o-s-t. As a former Realtor, city
24 councilman, and submariner in the United States
25 Navy, I can personally attest to the prosperity

PH-I0029

PH-I0028
end

PH-I0029
start

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1 that Kings Bay Naval Submarine Base has brought to
2 Camden County. Prior to the expansion of Kings Bay
3 in the late 1970s and early 1980s, Camden County
4 was one of the poorest counties in the United
5 States that had a lakeshore or seashore.

6 Unlike other coastal communities, the private
7 ownership of some of Cumberland Island and the
8 eventual transfer to the United States Parks
9 Services of Little Cumberland Island, stunted
10 Camden County's growth for good reason. While
11 other surrounding counties benefited from tourism
12 and seaside development, visitation restrictions in
13 Cumberland required us to look elsewhere for
14 prosperity.

15 The economic impact from the Kings Bay Naval
16 Base has transformed Camden County into a vital
17 community with strong growth and excellent schools.
18 But we must diversify. The same arguments that
19 were used against the expansion of Kings Bay Naval
20 Base are resurfacing in the debate about Spaceport
21 Camden.

22 Concerns about the environmental impact to
23 Cumberland Island, impose your fishing grounds and
24 shipping routes, have not materialized, but the
25 economic windfall of Kings Bay has. You need only

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1 -- I believe the same will hold true for Spaceport
2 Camden. You need only look down the road at NASA
3 down in Cape Canaveral and the Merritt Island
4 National Seashore, which is in harmony with the
5 NASA complex down there in Cape Canaveral, where I
6 was stationed for a year and a half.

7 Environmental concerns by Spaceport opponents
8 seem to be overwhelmed at times, while the
9 opportunity for Camden became -- a piece of the
10 \$330 billion global space economy is
11 underappreciated.

12 During my 22 years on active duty in the
13 Navy, I was brought to Camden County three times,
14 and the economic activity generated by Kings Bay
15 has allowed me to stay following my Navy career. I
16 want other sailors to have the same opportunity to
17 live and work in the community they love after
18 leaving the Navy, side by side with their civilian
19 counterparts.

20 With the new technical college so close on
21 the horizon, I believe it is Spaceport Camden who
22 will create the jobs of the future that we need to
23 make that happen.

24 Thank you.

25 MS. LOWE: Thank you, Mr. Post. Robert

PH-10029
end

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1 Cummins will be the next presenter, followed by
2 Allen Burns, and then Sheila McNeill.

3 Is Robert Cummins available? Allen Burns.
4 So he will be followed by Sheila McNeill, and then
5 Megan Desrosiers. I'm sure I mangled that one.

6 MR. ALLEN BURNS: My name is Allen Burns,
7 A-l-l-e-n, B-u-r-n-s. I am executive director of
8 the Coastal Regional Commission serving the coast
9 of Georgia. I am born and raised in Glynn County.
10 I'm a seventh generation family member of Glynn
11 County. We've been here a long time. We've seen a
12 lot of things.

13 And I want to thank the FAA for being here
14 and putting this on. I think y'all have done an
15 excellent job. The Coastal Regional Commission is
16 made up of ten coastal counties and 35
17 municipalities. I work for 39 elected and
18 appointed officials throughout the coastal region,
19 and they have been working on this project all the
20 way through and have been looking at this and
21 studying it all the way through the project.

22 Previously, they have passed a resolution
23 strong ly supporting this, which has been placed in
24 the record with the FAA. And they continue to
25 support this project 100 percent. The resolution

PH-A0001

PH-A0001
start

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PH-A0001
end

1 was passed by unanimous vote in a formal public
2 meeting, and the commission has asked me to
3 reiterate their full support for this project going
4 forward. Thank you for this time.

5 MS. LOWE: Thank you, Mr. Burns.

6 Sheila McNeill, who will be followed by Megan
7 Desrosiers. I'm going to have to let her pronounce
8 it properly, and then Will Ellis.

PH-O0011
start

9 MS. SHEILA MCNEILL: Hello. My name is PH-O0011
10 Sheila McNeill, S-h-e-i-l-a, M-c-N-e-i-l-l. I am
11 president of the Camden Partnership, the Military
12 Advocacy Group in Camden County. We promote
13 community support for the Sailors, Marines, and
14 Coast Guards that are at Kings Bay and also located
15 in St. Marys.

16 The Camden Partnership is acutely aware of
17 the tremendous economic benefit Kings Bay provides
18 Camden County. Today Camden is a vibrant community
19 and prospering, in part, due to the Sailors,
20 Marines, and Coast Guards that are stationed here.
21 But we also know that Camden County needs to
22 diversify their economy.

23 Spaceport Camden is a once-in-a-lifetime
24 opportunity to provide military career
25 opportunities for retiring and transitioning

52

Transcript of Hearing Proceedings
April 12, 2018

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1 military Kings Bay. Many of our military would
2 like to remain in Camden County. The training and
3 skills received at Kings Bay are directly
4 transferrable to the aerospace industry. Spaceport
5 Camden will provide employment opportunities for
6 those retirees so that they can continue to live,
7 work, and contribute to our community.

8 The Camden Partnership also understands that,
9 still, education is equally or more important to
10 our 21st century military as any Fortune 500
11 company. Camden County already enjoys top-rated
12 schools and they're striving to do more.

13 Spaceport Camden offers excellent STEM
14 education opportunities for both future military
15 and civilians ensuring all Camden County graduates
16 are prepared for careers in the 21st century.

17 Good job y'all did tonight. Thank you.

18 Finally, Spaceport Camden provides much
19 needed economic diversification for our local
20 economy. Spaceport Camden will provide long-term
21 economic growth to Camden County regardless of how
22 geopolitical forces may reshape our military in
23 decades ahead.

24 For these reasons, the Camden Partnership
25 strongly supports the Draft EIS and encourages the

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1 FAA to move forward quickly with a record of
2 decision and a Launch Site Operator License for
3 Camden County.

4 Thank you.

5 MS. LOWE: Thank you, Ms. McNeill. Megan is
6 coming up to pronounce her name properly. She will
7 be followed by Bill Ellis, and then Matt Ellis.

8 MS. MEGAN DESROSIERS: I knew you were
9 talking about me.

10 My name is Megan Desrosiers, M-e-g-a-n,
11 D-e-s-r-o-s-i-e-r-s. You can thank my husband for
12 that. I am the executive director of a coastal
13 conservation organization in Georgia called One
14 Hundred Miles. We are a pro-growth organization
15 that works to see the preservation and protection
16 and enhancement of Georgia's 100-mile coast.

17 This project, I became aware of a few years
18 ago, and I was -- honestly, I was optimistic about
19 it, because I thought it might be a good idea to
20 bring something new to the Georgia Coast, something
21 innovative. And I still -- I mean, I still love
22 the space industry.

23 But after looking into it, it's clear to me
24 that this project is proposed to be in the wrong
25 place. After reading the EIS, there is one

PH-O0012

PH-O0012
start

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1 omission that I don't think we've talked too much
2 about tonight.

3 And, Mr. Stewart, you did mention it, and I
4 want to elaborate on something that you said. It
5 is a proven fact that unless actions are taken to
6 permanently preserve a place, when an industry
7 locates at the end of a long, winding, rural road,
8 the character of the community on which the -- that
9 lives in -- that lies on that road changes. First
10 come the big trucks, then come the requests for
11 road widening, then come the for sale signs on the
12 large parcels of land that used to be used for
13 hunting and fishing. Then come thousands of homes
14 or hotels or gas stations or other types of
15 development to support that new industry.

16 Now, that's not necessarily a bad thing, but
17 in this place where this project is proposed, where
18 people have invested in the tranquility of that
19 region for hunting, for fishing preserves, for
20 quality of life that -- this project would be
21 extremely disruptive. And I'm not talking about
22 Little Cumberland. I'm talking about Harriett's
23 Bluff and Dover Bluff.

24 Some of you in here may feel like that's not
25 a huge deal. I grew up in a rural area. I grew up

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1 in the country, and I've watched that place change
2 over time, because -- I grew up in Pennsylvania.
3 Because of coal mining and because of the coal
4 power plant that was put at the end of our road.

5 I know what it's like to have my parents
6 invest in a 26-acre piece of property and have to
7 sell it because it's completely changed, the way
8 that we -- they wanted to raise their children.

9 This project is in the wrong place. I was in
10 earlier meetings this morning, and we talked a lot
11 about how the FAA will require insurance policies
12 that will cover the losses of homes and lives in
13 the case of rocket failures, but there is no
14 requirement -- and I learned this today -- for
15 insuring the loss of resources like land, trees,
16 wildlife, the use of hunting -- the property use of
17 hunting, the private property right to fish on your
18 land. It won't insure water -- for the loss of
19 water quality or other very important things that
20 we rely on here in Camden County.

21 And these losses will result from the
22 everyday operations of Spaceport Camden and may
23 result from a catastrophe. So I appreciate you
24 giving me the time to speak. I have lots of other
25 comments, but will submit them online.

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PH-O0012

end

1 Have a good night.

2 MS. LOWE: Thank you very much,

3 Ms. Desrosiers. Did I get it right the last time?

4 No? All right. Thank you, Megan.

5 All right. Will Ellis, who will be followed
6 by Matt Ellis, and then Rory [sic] Lugo.

PH-I0030

7 MR. WILL ELLIS: My name is Will Ellis,
8 W-i-l-l, E-l-l-i-s. I'm a native of Camden County.

9 I am a property owner here, and I pay taxes here.

10 I live just off Harrietts Bluff Road, so I live
11 very close to the proposed project here. I am an
12 avid outdoorsman and have been all my life.

13 I'm very familiar with the area that's
14 proposed. I've fished a lot of that area; I've
15 boated in that area; I have spent many days and
16 nights on Cumberland Island growing up. And I see,
17 in my opinion, there will be very little impact to
18 the environment from this proposed site.

19 I believe we can look down our coast into
20 Florida. We can see that NASA, for many decades
21 now, has been able to operate a site much, much
22 larger than what is proposed here. And you can
23 look at the marine sanctuary that is right next to
24 -- the national seashore that's right next door to
25 it, and see all the wildlife and stuff that is

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1 still there. And it's thriving. It's protected.
2 It would be here.

3 If you are a native and were here, like I
4 was, in the late '70s, you'll recall whenever the
5 Navy base came here, all of us heard that within
6 just a few short years our environment would be
7 poisoned, there would be radiation, there would no
8 marshes left or anything else.

9 Well, here 40 years later, I'm standing here
10 looking and seeing that the Navy base has actually
11 been a great asset to us. You can go out on the
12 Navy base and see that none of this has ever come
13 to fruition. As a matter of fact, it's just the
14 opposite.

15 And for 30 years, professionally, I've worked
16 with different large companies, industrial sites.
17 And I can tell you from my own experience that
18 these sites do not want to hurt the environment.
19 First of all, it's economically unsound for them.
20 Not to mention that it's bad publicity.

21 But the government regulates this stuff.
22 It's not like it used to be a hundred years ago.
23 So I think we can have a private Camden Spaceport
24 here without affecting our environment.

25 Thank you.

PH-I0030
end

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1 MS. LOWE: Thank you, Mr. Ellis. Next will
2 be Matt Ellis, followed by Rory Lugo, followed by
3 Jeanne Seaver.

4 MR. MATT ELLIS: My name is Matt Ellis,
5 M-a-t-t, E-l-l-i-s. I'm a lifetime resident here.
6 I'm a business owner. And I've worked in a lot of
7 industries and stuff most of my life. As he was
8 saying earlier, I've had to deal with the
9 regulations and stuff that's put on everything. I
10 hold a 40-hour HAZWOPER certification, which is for
11 going in and cleaning up a lot of the hazardous
12 material and stuff like that.

13 I can tell you they go overboard on
14 regulations. Many times we look at the way they do
15 things and just shake our head, because it is so
16 far overboard, it makes the job ten times harder.

17 But the environmental regulations that are
18 out there, that's how they do things nowadays. The
19 things that -- the Brownfields sites and stuff, you
20 don't see stuff like that happening anymore. The
21 regulations have changed.

22 And I don't feel like we're going to have
23 that here. I'm not worried about fuel spills and
24 stuff. I mean, you look at the containments and
25 stuff that they have to do. It's crazy what you

PH-I0031

PH-I0031
start

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1 have to do now whenever you store things like that.
2 So that's not a problem.

3 As far as the noise and stuff, I've been to
4 launches at the Cape and stuff. I don't see where
5 that's going to be a problem. I live off of
6 Harriett's Bluff Road. I kind of look forward to
7 it. I know some people have talked about that the
8 experience that you have on Cumberland Island, a
9 tent can't be good. It's going to be ruined by a
10 rocket flying over it. I would love to be able to
11 see that.

12 You know, I know a lot of people don't like
13 that experience. They want all nature. But there
14 are a lot of citizens that love the other
15 experience too. And we can all share that. There
16 will be times when there will be rockets going
17 over, and we'll be able to enjoy it.

18 But I think this would be a good thing, and I
19 don't see any environmental problems coming from
20 it. So thank you for your time.

21 MS. LOWE: Thank you, Mr. Ellis.

22 Rory Lugo.

23 MR. RAY LUGO: Yeah. My name is Ray Lugo.

24 MS. LOWE: Ray Lugo. Okay. Followed --

25 MR. RAY LUGO: R-a-y, L-u-g-o.

PH-I0031
end

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1 MS. LOWE: Just one second so I can call the
2 next people. So Jeanne Seaver, and then Jack
3 Gross.

4 There you go.

PH-I0032

5 MR. RAY LUGO: So the first thing I want to
6 make clear, because I am not a paid consultant, I
7 am here because I was invited by the residents of
8 Little Cumberland Island about two years ago, when
9 this whole process got started.

10 They were looking for an expert in marine
11 safety, and I actually had a chat with Deborah
12 (indiscernible) about it, trying to understand what
13 it was she was trying to -- to work. And I
14 understood it to be a launch.

15 And I explained to her that having another
16 paid expert, to try to argue with the analysis of
17 that would be done under the EIS or the safety and
18 hazard analysis was a waste of money, because the
19 FAA has their experts to do that.

20 So I will tell you I have confidence that
21 these people will do a good job, but I will tell
22 you two things. There are ten spaceports in the
23 U.S. today. How many of them make money? How many
24 of them have taxpayers like all of you here in this
25 room that have spent tens of millions of dollars to

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1 create a spaceport, hoping that jobs would come to
2 your area? That's one thing to consider.

3 And then with respect to General Dickman, we
4 thank you for your service. General Dickman was a
5 range commander for probably ten shuttle launches,
6 I would guess. And I would ask him how many
7 launches did he approve when there were somebody in
8 the launch hazard area? That's all I have.

9 MS. LOWE: Thank you, Mr. Lugo.

10 Two more -- well, two more people that have
11 registered to speak tonight. And then I have two
12 names that were people that spoke last evening. So
13 I'm going to call them last, giving everyone an
14 opportunity.

15 So Jeanne Seaver, and then Jack R. Gross, and
16 then I'll try again for Roberts Cummins.

PH-I0033

17 MS. JEANNE SEAVER: Hi. My name is Jeanne
18 Seaver. That's J-e-a-n-n-e, S-e-a-v, as in
19 Victor, -e-r. I am not a consultant. I'm not
20 paid. I'm not a lawyer. I'm not paid. I am a
21 resident of southeast Georgia, and the thing that I
22 have going for me is I have worked in southeast
23 Georgia in the aerospace industry for over 18 years
24 now.

25 Cumberland Island is a wonderful asset to

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1 Camden County, but outsiders have been using it to
2 control our economic development, our economic
3 future for generations. Cumberland Island has
4 always served as a vacation destination for the
5 privileged few. Exclusive treatment and restricted
6 access has essentially prevented development of
7 Cumberland as other nearby barrier islands like
8 Amelia Island and Sea Island became popular beach
9 destinations.

10 Even today, less than 60,000 people per year
11 can visit the island, compared to millions of
12 visitors at other national seashores. The lack of
13 access has stunted Camden County's growth as a
14 tourist destination and held back Camden County's
15 economy.

16 The Draft EIS for Spaceport Camden
17 approximately balances the splinter of Cumberland
18 Island with our community's need for economic
19 development.

20 We want to keep our youth there, don't we?
21 Don't we want to provide jobs for our youth?
22 History has shown that nature and space can
23 coexist, and this EIS recognizes that.
24 Unfortunately, a handful of environmentalists
25 demand unspoiled wilderness. On Cumberland Island,

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1 vacation homeowners demand unfettered access to
2 their cottages.

3 But what about the livelihood of the ordinary
4 citizens in Camden County? Camden needs more
5 economic opportunities. Kings Bay cannot employ
6 everyone. The EIS appropriately balances the
7 economic opportunity with conservation and the
8 property rights of private landowners and should be
9 approved.

10 However, FAA cannot and should not let
11 part-time visitors determine full-time economic
12 prosperity.

13 Thank you very much for your time.

14 MS. LOWE: Thank you, Ms. Seaver.

15 Jack L. Gross will be followed by Russell
16 Regnery.

PH-I0034

17 MR. JACK GROSS: My name is Jack Gross, Sr.,
18 J-a-c-k, G-r-o-s-s. Five generations of my family
19 have called Camden County home and paid property
20 taxes for 110 years. Camden County made a decision
21 back in the early '70s to let Cumberland Island
22 become a national seashore. That is great. I love
23 Cumberland Island. I killed my first deer there
24 when I was 15 years old and killed my second deer
25 there when I was 15 years old. It's a beautiful

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1 place, but what we don't have -- since it's a
2 national seashore, we don't have a tax base out in
3 Cumberland Island, like St. Simon's or Amelia
4 Island, very beautiful islands.

5 If Cumberland Island had been allowed to be
6 developed like them, I'm sure Cumberland Island
7 would be a huge tax base for us, but it is not.
8 But I don't have a problem with that, because it's
9 beautiful; it's for all the citizens to see.

10 I have to ditto what Matt Ellis said. I
11 can't think of anybody in this room that is more
12 qualified to speak about the environment because of
13 the fishing, hunting, and all this. And also about
14 they work around industrial sites. Their father
15 and my brother worked out on this property for
16 20-plus years back in the '60s and '70s, when a lot
17 of this pollution stuff was going on.

18 And it's like they said, the laws today are a
19 lot more stricter than they were back in those
20 days. There is a lot of pollution already on that
21 site. I believe by having an active spaceport
22 there, the environment will be under a microscope.
23 It will be monitored much closer now than it has
24 been in the past, which I think is good for the
25 environment.

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1 The EIS is based on a 12, moderately any,
2 launches per year. Vector and ADL will be
3 launching much smaller rockets; therefore, noise
4 and vibration will be much less. All this talk
5 about safety and getting damaged by the spaceport.
6 I mean, look at Cape Kennedy -- or Cape Canaveral.
7 They've got a much larger population around that
8 spaceport than we have. And they're safety record
9 is pretty doggone good.

10 Since the closing of the Gilman/Durango Paper
11 Mill back in '02, that has really really hurt our
12 economy. I don't know how many small businesses
13 I've seen start up, invest, do all they could do,
14 and not be able to make it. We lost about a
15 thousand head of household jobs.

16 What I like about the spaceport, that's going
17 to bring some head of household jobs back to this
18 community. We desperately need them. Our property
19 taxes keep going up to support schools,
20 infrastructure, everything we have here.

21 I'm in favor of spaceport. If you live here
22 all the time, if your children lived here, your
23 parents lived here, I think you'd feel the same
24 way.

25 Thank you.

PH-I0034
end

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1 MS. LOWE: Thank you, Mr. Gross. Okay. The
2 next speaker is Russell Regnery. And after him, I
3 will call Robert Cummins one more time.

PH-I0035
start

PH-I0035

4 MR. RUSSELL REGNERY: Good evening. My name
5 is Russell Regnery. R-u-s-s-e-l-l, last name
6 R-e-g, as in George, n, as in Nancy, -e-r-y. I am
7 a Little Cumberland Island resident, and I'm
8 currently the director of the sea turtle project on
9 Little Cumberland Island, which is, as y'all
10 probably know, is the oldest continuously running
11 sea turtle project in the world.

12 I want to use this opportunity to make
13 mention to the FAA, as I was indicating the other
14 day, give you a little bit of background to the
15 FAA, perhaps to the audience as well, about the
16 origins of the Little Cumberland Island community
17 as it is today.

18 Back in the 1960s, Little Cumberland Island
19 became incorporated as an association by a group of
20 conservation-minded people who self imposed
21 covenants on how the island would be developed.
22 Ten years later, when the national park came along,
23 it was agreed with the Department of Interior that
24 if the status of Little Cumberland Island was
25 sufficiently well-conserved, that they would be

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1 incorporated within the boundaries of a national
2 park, but they would be allowed to maintain the
3 private property as it was, because we were doing a
4 pretty good job of looking after the environmental
5 quality of the island. So we have a rather unique
6 situation where we are privately owned within the
7 national park.

8 I also wanted to mention the fact that,
9 you've heard from several people already, Little
10 Cumberland Island is a community from the
11 standpoint that we look after ourselves to a very
12 large extent. We self-govern. We're powered by
13 volunteers almost exclusively, and the board of
14 directors and the various committees, among the
15 research, science, and conservation committee, for
16 example. And I just want to let you know -- give
17 you a little bit of a heads-up as to what our
18 community is about.

19 Another interesting aspect of Little
20 Cumberland Island, people don't appreciate the fact
21 that, unlike those on the other barrier islands, it
22 was never farmed back in the antebellum era, so
23 it's perhaps one of the most pristine of the
24 barrier island environments and is probably one of
25 the reasons why there are a large number of

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1 research projects that take place on that island,
2 because of the unique character.

3 And that's all I wanted to say. I just
4 wanted to let you know a little bit more about
5 Little Cumberland Island and the community that has
6 supported Cumberland Island and made it possible to
7 be what it is.

8 Thank you very much. Thank you for coming.

9 MS. LOWE: Thank you, Mr. Regnery. Okay.

10 Mr. Robert Cummins. Is Mr. Cummins available?

11 Okay. With that, I have called everyone who
12 has registered to speak last night or tonight. So
13 if you think you registered to speak and I haven't
14 called you yet, let me know.

15 I also have two people that spoke last
16 evening, that we told them that we would let them
17 speak after everyone had spoken and registered for
18 the first time around. So they are Rachel Baldwin
19 and then Steve Weinkle.

20 So Rachel Baldwin, are you here? Okay. And
21 then be followed by Mr. Weinkle.

22 MS. RACHEL BALDWIN: Rachel Baldwin,
23 R-a-c-h-e-l, B-a-l-d-w-i-n. I address this group
24 in different role tonight, as a 30-year educator in
25 Camden County. Several years I was a graduate

PH-I0036

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1 student of Valdosta State University in the early
2 '90s. I got to participate --

3 MS. LOWE: Can we get you to slow down just a
4 little bit. You're outpacing our court reporter
5 and our --

6 MS. RACHEL BALDWIN: I was allowed to
7 participate in the Georgia Aerospace Teacher
8 Institute. We spent several days at NASA. What I
9 learned over those several days was the pervasive
10 influence, the pervasive emphasis on environmental
11 safety. I also learned how space perks kids to
12 learn.

13 Over my 30 years as an educator in Camden
14 County, I think, and I estimate, I've looked at
15 10,000 transcripts. When you look at transcripts,
16 the magic happens. When you sit down with that
17 student and you have to figure out what they want
18 to do. What I have watched in this county for
19 30 years is the hemorrhaging of brain power out of
20 this county.

21 I simply recognize that there's a way to let
22 these two important aspects, the environment and
23 opportunity to coexist here. And I believe it can
24 happen. And I know that we've got students sitting
25 over in the high school right now that can come up

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1 with those solutions. 35 percent of the jobs that
2 they will fill have not even been invented or
3 created yet.

4 I recognize that we have issues where people
5 are concerned those things related to the
6 environment may be harmed, but I still believe that
7 we can manage a way to coexist, because Camden
8 County needs the economic development. Several
9 folks have mentioned the history and the need for
10 that economic development. And I believe because
11 we have a different -- a different way that we can
12 launch, that some of these other folks at some of
13 these other sites have had, that that can be
14 successful and achieved. Thank you.

15 MS. LOWE: Thank you, Ms. Baldwin.

16 Okay. Steve Weinkle. PH-I0037

17 MR. STEVE WEINKLE: Thank you. I'm speaking
18 again tonight because of an important subject I
19 couldn't cover last night.

20 MS. LOWE: Can you spell your name?

21 MR. STEVE WEINKLE: I'm sorry.

22 W-e-i-n-k-l-e.

23 MS. LOWE: Thank you.

24 MR. STEVE WEINKLE: I'm speaking tonight
25 because I failed to cover the issue about what this

PH-I0036
end

PH-I0037
start

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1 is going to cost Camden County taxpayers. I'm a
2 Camden County resident who does not live or own
3 property on Little Cumberland Island. I actually
4 live in Jason Spencer's neighborhood. We're four
5 doors apart, but we're a world apart on our
6 agreement about the economic influence and the
7 economic cost Spaceport Camden -- of Spaceport
8 Camden.

9 For instance, I've heard about all the
10 economic potential for this spaceport. There are
11 no examples of spaceports that are not supported by
12 state governments or the federal government that
13 produce any appreciable number of jobs. For
14 instance, in the budget this year at Kodiak, there
15 were six jobs at the spaceport.

16 This year -- actually, I'm sorry, in the
17 audited 2017 budget for Wallops, they lost
18 \$17,800,000, that was subsidized by the taxpayers.
19 And this is an established spaceport, where they
20 have launched for 60 years, and it's a NASA
21 spaceport region. The private spaceport there
22 didn't have enough launches to cover their budget.

23 And so what does that mean to Camden County?
24 Well, here is an example. This site -- the
25 4,000-acre site is under an environmental covenant

-HW-15

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1 that Camden County, Union Carbide, and the State of
2 Georgia signed. There is no mention of that
3 environmental covenant in the EIS. It's completely
4 ignored.

5 The environmental covenant says that you
6 cannot turn a spade of dirt nor can anyone spend
7 the night on the 4,011 acres of the Union Carbide
8 site. In the EIS, however -- and it's in the
9 executive summary, which I'm kind of surprised
10 others haven't been concerned about it who say
11 they've read this -- is that Camden County has
12 agreed to accept the environmental liability that
13 Vycal (phonetic) and Union Carbide fought in court
14 in the 1980s, to try to transfer the liability to
15 each other, and both of them lost in court,
16 spending millions of dollars in court fees, and
17 they both lost, and the site never got cleaned up.

18 Now, I know that sounds ridiculous, but
19 Camden has agreed to take on the substantial
20 liability potential of the solid waste management
21 units, which include unexploded ordinances, which
22 have been identified, but they don't know where.
23 And so the bulldozer owner or driver, who is going
24 to go there where the launch pad is, is in an area
25 where there's been -- I'm sorry -- I've reached

-HW-15

-HW-48

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PH-I0037
end

1 three minutes.

2 MS. LOWE: Yes, you have. Thank you so much.

3 Please submit the rest of your comments in writing.

4 We'll be happy to take them.

5 Okay. With that, I called all of the
6 speakers. Robert Cummins?

7 Okay. We have now called everyone that has
8 registered to speak. It's 8:07. This hearing is
9 scheduled to go to 8:30. We will go into a recess
10 in case somebody else wants to register to speak.
11 Other than that, we will be finishing at 8:30.
12 Thank you.

13 (Recess taken.)

14 MS. LOWE: All right. Let the record reflect
15 that it is now 8:30, and all registered speakers
16 have been called upon to speak. We will now
17 adjourn this public hearing. And thank you so much
18 for coming tonight.

19 (Public hearing concluded at 8:30 p.m.)

20 - - -

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1 REPORTER'S CERTIFICATE

2

3 I, TERESA WYNN, FPR, certify:

4 That the foregoing proceedings were
5 stenographically reported by me at the time and place
6 therein set forth and were thereafter transcribed;

7 That the foregoing is a true and correct
8 transcript of my shorthand notes so taken.

9 I further certify that I am not a relative or
10 employee of any of the parties nor financially
11 interested in the action.

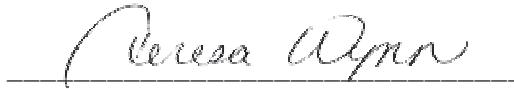
12 I declare under penalty of perjury under the laws
13 of Florida that the foregoing is true and correct.

14

15 Dated this 26th day of April, 2018.

16

17

18 



19 Teresa Wynn, FPR

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April 12, 2018

A.1.2.3 FAA Responses to 2018 DEIS Comments

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Air Quality	AQ-01	<p>FAA examined the potential for the Proposed Action to increase GHG emissions and determined that operation of the proposed spaceport would increase GHG emissions by 39,313 tons of carbon monoxide equivalent (CO₂e) over the annual baseline for the region. Because this increase would comprise approximately 0.13 percent of the GHG emissions in the Air Quality Control Region and approximately 6.03 percent in Camden County, it was determined that this increase would not be significant. In addition, GHG emissions may be further reduced by implementing measures such as changes to more fuel-efficient equipment, delay reductions, and use of renewable fuels. Further detail on FAA's analysis of GHG emissions is provided in Section 4.3 of the EIS.</p>
Air Quality	AQ-02	<p>With the revised EIS, the launch vehicle proposed is a small launch vehicle. It is unknown the types of failure rates associated with these vehicles. However, for purposes of analyses in the EIS, it is assumed that launch failures may occur (see Section 2.1.2.7 of the EIS). While, over time, the likelihood of a launch failure increases, as discussed in response SA-03 and the associated updates to the FEIS, the likelihood of any given launch failing is relatively low. Furthermore, the probability of a failure being catastrophic, such that it would have potential to adversely affect the environment or public health and safety, is significantly lower. Each launch license undergoes a rigorous safety review that not only accounts for the launch vehicle and its reliability statistics, but the associated fuel types, payload, and individual trajectory. As part of the license application, FAA requires launch providers to demonstrate compliance with risk limits as defined in 14 CFR §417.107 (for expendable launch vehicles), §431.35, and §435.35 (for reusable launch vehicles), which limit the risk from launch to an individual to 1 x 10⁻⁶ per mission (a one-in-a-million chance). Regardless of the accident probability, FAA launch safety requirements limit risk (defined as the expected number of casualties) from all hazards (debris, toxic releases, and blast overpressure) from a launch accident to 1 x 10⁻⁴ (a less than 1-in-10,000 chance) during any launch. Based on past safety performance, FAA has set a performance goal of zero launch accidents resulting in fatalities, injuries, or significant damage. Historically, most catastrophic failures have occurred on or near the launch pad; thus, the area surrounding the launch pad would have a relatively higher probability of experiencing impacts associated with a failure event. The EIS evaluates reasonably foreseeable future impacts on the resources referenced in this comment caused by Spaceport Camden operations. Impacts from launch failures are evaluated throughout the EIS to the extent that they are reasonably foreseeable.</p>
Air Quality	AQ-03	<p>The following information has been added to the EIS Section 4.1.1.2:</p> <p>"The proposed fuel for use in rockets at Spaceport Camden is RP-1 (a refined form of kerosene). Emissions from RP-1 combustion have been previously characterized as comprising carbon dioxide, carbon monoxide, water vapor, nitrogen oxides, and carbon particulates (NASA, 2020). Most carbon monoxide emitted by the liquid fuel engines is oxidized to carbon dioxide during afterburning in the exhaust plume. Thus, carbon dioxide, a GHG, is the primary emission from the actual launch vehicles; these emissions are presented in Table 4.1-2. Furthermore, emissions were not calculated for tank transfers of RP-1 because of the low volatility of kerosene. The remaining onsite storage tanks would contain liquid oxygen, helium, and nitrogen, none of which pose an air quality issue."</p>

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		As discussed in Section 4.7.1.2, the propellants for the rockets are largely nonhazardous (liquid oxygen, helium gas) and/or consumed almost entirely even during a catastrophic failure (RP-1). While some satellite and special fuels contain hazardous chemicals and/or hypergolic fuels such as hydrazine, MMH, UDMH, and NTO, these are generally in relatively small quantities and only associated with specific payloads. These chemicals are not proposed for use or expenditure until well above the stratosphere, and would not have the potential to affect public health or the environment except in the instance of a catastrophic failure. As stated, this is likely to be rare and the specific recovery activities following accidents would be specified in emergency response plans, the Launch Site Operator License, and Spaceport Camden standard operating procedures.
Air Quality	AQ-04	Air pollutants and GHG emissions from construction, launches, and landings are discussed in detail in Section 4.1. As stated in Section 4.7.1.1, "... if any evidence of potential contamination is encountered during construction (stained/discolored soil, odors, sheen on groundwater, etc.), all work would cease and the Spaceport Camden management and/or the GDNR EPD would be immediately notified." Any necessary cleanup would be conducted in accordance with all applicable state and Federal regulations, with appropriate permits and oversight, and would improve the quality of the environment overall.
Air Quality	AQ-05	Air emissions are typically assessed from a regional perspective due to the nature of air movements and pollutant disbursement. Criteria pollutants tend to be quickly dispersed by wind, broken down by photoreactive processes, and otherwise diluted or degraded. Therefore, a regional comparison to the NEI annual emissions for the Jacksonville (Florida)-Brunswick (Georgia) Interstate Air Quality Control Region is more appropriate than more localized analysis. This is consistent with FAA's guidance on air quality impact assessment, as found in the FAA 1050.1F Desk Reference. Baseline emissions for Camden County are provided for consideration and comparison in Tables 4.1-1 and 4.1-2. Furthermore, the proposed fuel for use in rockets at Spaceport Camden is RP-1 (a refined form of kerosene). Emissions from the SpaceX Merlin 1D engines, which utilize RP-1, have been previously characterized as comprising carbon dioxide, carbon monoxide, water vapor, nitrogen oxide, and carbon particulates (Final Environmental Assessment for the Operation and Launch of the Falcon 1 and Falcon 9 Space Vehicles at Cape Canaveral Air Force Station [USAF, 2007]). Most carbon monoxide emitted by the liquid fuel engines is oxidized to carbon dioxide during afterburning in the exhaust plume. Thus, carbon dioxide, a GHG, is the primary emission from the actual launch vehicles, and these emissions are presented in Table 4.1-2.
Air Quality	AQ-06	Air emissions are typically assessed from a regional perspective due to the nature of air movements and pollutant disbursement. Criteria pollutants tend to be quickly dispersed by wind, broken down by photoreactive processes, and otherwise diluted or degraded. Therefore, a regional comparison to the NEI annual emissions for the Jacksonville (Florida)-Brunswick (Georgia) Interstate Air Quality Control Region is more appropriate than more localized analysis. This is consistent with FAA's guidance on air quality impact assessment, as found in the FAA 1050.1F Desk Reference. Baseline emissions for Camden County are provided for consideration and comparison in Tables 4.1-1 and 4.1-2.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Air Quality	AQ-07	The following statement has been added to the EIS: “Only a small proportion of the emissions associated with each launch would have the potential to affect ambient air quality, which is defined as the area below the mixing height and typically defined as 3,000 feet AGL. The launched rockets would be expected to reach the mixing height within a few seconds. To estimate the amount of carbon monoxide that would be released below the mixing height, an estimate of 20 percent of total emissions was used. Furthermore, it was assumed that none of the carbon monoxide was oxidized to carbon dioxide. Emissions of potentially more hazardous satellite and special fuels (e.g., hydrazine, MMH, UDMH, and NTO) are not anticipated to be expended below the mixing height, and therefore, would not affect ambient air quality or human health. Section 4.1.1.3 further discusses these chemicals with respect to launch failures.”
Air Quality	AQ-08	<p>The specific planning and engineering of facilities is not mature enough to accurately make an assessment at this time that a Title V permit will be required. Specific Title V permitting assessment and application is outside the scope of NEPA and will fall under the CAA responsibilities of the proponent as the environmental adaptive management process continues throughout implementation of the Proposed Action. As a result, the EIS has not been revised to state that a Title V permit will be required.</p> <p>Title V permits are associated with operations and not construction. While the estimated PM emissions during the first year would exceed the 100 tpy major source threshold, construction emissions are almost entirely (if not entirely) from mobile sources (heavy equipment, worker commutes, etc.). However, as stated in Section 4.1.1.2, “Although no major stationary sources are anticipated at the facility, the aggregate of many smaller sources may have the potential to emit more than the major source threshold of 100 tons per year. Once the final construction plan is determined and facilities are constructed, an emissions inventory should be prepared in order to accurately determine if the facility will be required to obtain a Title V operating permit.” The following statement has been added to Section 6.1: “However, once the final construction plan is determined and facilities are constructed, an emissions inventory should be prepared in order to accurately determine if the facility will be required to obtain a Title V operating permit.”</p>
Air Quality	AQ-09	Sections 6.1 and 6.7 have been revised to include the following: “Spaceport Camden would prepare and implement a Hazardous Materials Emergency Response Plan to ensure that adequate and appropriate guidance, policies, and protocols regarding hazardous material incidents and associated emergency response are available to and followed by all personnel.”
Air Quality	AQ-10	Statement has been revised to read: “Only emissions occurring below 3,000 feet AGL in the troposphere are generally considered to have the potential to directly affect human health and regional air quality; therefore, these will be the only criteria pollutant emissions evaluated in this EIS. However, GHG emissions have the potential to indirectly affect human health through depletion of the ozone layer and increased levels of the sun’s ultraviolet radiation reaching the Earth’s surface. Thus, total GHG emissions are considered.”
Air Quality	AQ-11	The EIS has been revised to read: “The six primary GHGs, defined in Section 202(a) of the CAA, are carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride are produced in relatively very small quantities, and most often, by very specific niche industries, such as electronic component manufacturers.”

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Air Quality	AQ-12	The EIS has been revised to reflect Year 1 and Year 2 in Table 4.1-1.
Air Quality	AQ-13	As discussed in Section 4.1, the proposed fuel (RP-1) is a relatively clean burning fuel producing primarily carbon dioxide as a byproduct. While there are some contaminants produced, this is primarily composed of small carbon deposits (essentially soot), and these make up a large portion of the PM ₁₀ and PM _{2.5} presented in Section 4.1. While this carbon may also have an effect on climate change when released into the upper atmosphere, the specific mechanics and potential scope of impact are not well understood and are currently the topic of much scientific research and debate (See Responses CL-01 and CL-02).
Airspace	AS-01	Information regarding Jekyll Island Airport has been added to the Airspace and Transportation Appendices.
Alternatives	AL-01	As discussed in Table 2.3-1 of the EIS, these sites do not meet the criteria for the site to be located in Camden County, GA.
Alternatives	AL-02	Based on the launch site selection criteria and evaluation of sites in Camden County as outlined in Section 2.3.1 of the EIS, this site meets the purpose and need of the proposed project and Camden County. Other alternatives were proposed during scoping, as outlined in Section 2.3.3 of the EIS; these alternatives were not carried forward for various reasons, as discussed in Table 2.3-1 of the EIS.
Alternatives	AL-03	Alternatives developed are based on the applicant's stated purpose and need discussed in Section 1.3.1 of the EIS. It is outside the purview of FAA to dictate how a local government allocates its budget.
Alternatives	AL-04	Based on the revised Proposed Action, there would be no return landings either on land or in the ocean. As a result, this comment is no longer applicable. Potential impacts associated with expenditure of the first stage over the Atlantic Ocean is addressed throughout the Draft EIS.
Alternatives	AL-01	The lead agency is FAA, while the proponent for the spaceport is Camden County. FAA evaluates Launch Site Operator License Applications submitted by project proponents. FAA does not examine sites nationally or recommend site locations outside of those contained in applications. Reasonable alternatives must also meet the purpose and need of the proponent, as described in Section 1.3.1. It is not practicable for Camden County to evaluate an alternative that does not meet Camden County's specific purpose and need, especially an alternative site location that cannot provide economic benefit to Camden County (a key need component), such as a location that is not in Camden County, which would provide little-to-no benefit to Camden County directly. Based on the launch site selection criteria and evaluation of sites in Camden County, as outlined in Section 2.3.1 of the EIS, this site most meets the purpose and need of the proposed project and Camden County. Other alternatives were proposed during scoping, as outlined in Section 2.3.3 of the EIS; these alternatives were not carried forward for various reasons, as discussed in Table 2.3-1 of the EIS.
Alternatives	AL-06	Cited language has been updated to remove the term "finalist."

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Alternatives	AL-07	The Purpose and Need demonstrates Camden County's need for the economic development that the proposed Spaceport Camden site would provide. While a research and innovation park would complement the Spaceport Camden site's potential for this economic development, it would not satisfy the Purpose and Need as a standalone alternative. In order to realize the potential space-related economic development and to attract space-related value chain companies, launch capabilities are needed at the proposed Spaceport Camden site. This is because it is unlikely that a research and innovation park would be developed without a nearby launch site. As noted in Spaceport Camden, Mission Possible - Innovation Research Park & Educational Opportunities, “[t]he high tech nature of launch and payload operations may encourage the creation of scientific and engineering research laboratories in the vicinity of the spaceport. These laboratories, operated by or in partnership with private companies, nonprofit organizations, academic institutions, or government entities, could contribute innovative research in the areas of aerospace engineering, spaceflight propulsion, space science, materials science, and other fields related to spaceport operations. Such research would be especially beneficial to encourage experimental and new launch vehicles to develop, test, and launch at Spaceport Camden.” Additionally, Spaceport Camden, Mission Possible - Innovation Research Park & Educational Opportunities also notes that “operations at Spaceport Camden may encourage the creation of payloads near the launch site, especially small satellites (smallsats) such as cubesats. Minimizing payload transportation time may be beneficial to time-sensitive payloads such as biological experiments. Payload monitoring, control, and data analysis of scientific results usually takes place where the payload was designed, which could be in the vicinity of the spaceport.”
Alternatives	AL-08	Additional information has been added to Section 2.3 to clarify how the site meets the site selection criteria identified.
Alternatives	AL-09	“Government owned” has been clarified to indicate the buffer needs to be government-controlled, and that may include access control via federal, state, or local government entities. “Sufficient” has been clarified in Section 2.3 to refer to OEZ needs. Please note Comment Response PA-08 regarding buffers.
Alternatives	AL-10	Reference to “area” is taken out of context for this comment. The criterion states the “site” (i.e., the actual site for the spaceport) must be in an area that has emergency response capabilities. As indicated in the EIS the site, as referenced in the criterion, is within an area that can provide these services.
Alternatives	AL-10	As stated in Section 2.3.1.1, cost of acquisition/development is a secondary selection criterion, with which nonconformity would not preclude site selection.
Alternatives	AL-10	As stated in Section 2.3.1.2, the West Site / Undeveloped (Ceylon) alternative does not have the potential to satisfy FAA regulations 14 CFR Part 420. Assuming a launch pad location on African Island, the necessary 2-mile separation distance to other manned facilities is not met. The Ceylon site does not meet this primary criterion and so was precluded from selection.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Alternatives	AL-10	Section 2.3 provides a detailed discussion of the site screening process and subsequent development of alternatives. Camden County as a whole was evaluated, as well as several alternative locations, including potential sites identified during the scoping process. In all, more than 30 alternatives were considered as part of the alternative development process. Please see Section 2.3 and Table 2.3-1 for discussion of other sites located in Georgia.
Alternatives	AL-10	Section 2.3 provides a detailed discussion of the site screening process and subsequent development of alternatives. Camden County as a whole was evaluated, as well as several alternative locations, including potential sites identified during the scoping process. In all, more than 30 alternatives were considered as part of the alternative development process. Please see Section 2.3 and Table 2.3-1 for discussion of other sites located in Georgia.
Biological	BR-01	Impacts to wildlife and associated habitat are discussed in Section 4.2 of the EIS, with additional detailed analysis for federally protected species in the Endangered Species Act (ESA) Section 7 Consultations the FAA completed with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) (see Appendix A.2.2.2 of the EIS). No significant adverse impacts have been identified as a result of analysis. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 and Appendix A.2.2.2 of the EIS.
Biological	BR-02	Potential impacts to migratory birds are discussed in Section 4.2 of the EIS. No significant adverse impacts have been identified as a result of analysis. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS.
Biological	BR-03	Potential impacts to local habitats are discussed in Section 4.2 of the EIS. No significant adverse impacts have been identified as a result of analysis. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS. Additional discussion of potential impacts to salt marshes has been added to this section of the Final EIS. Launch failures (see Section 2.1.2.7 of the EIS) and impacts to Biological Resources are described under Section 4.2.1.3. It is anticipated that vehicle debris and propellants from a launch failure within the first seconds of a launch would be confined to the immediate area around the launch site, likely corresponding to the Overflight Exclusion Zone (OEZ) (described in Section 2.1.2.5 of the EIS), and would not spread to the Satilla River, Cumberland River, or any portion of Cumberland Island or the Atlantic Ocean. Small portions of Floyd Creek and associated tidal marshes may be impacted from a launch failure. However the FAA has set a performance goal of zero launch accidents resulting in fatalities, injuries, or significant damage. Over the past 25 years there have been no fatalities, serious injuries or significant property damage to the uninvolved public from commercial space launch activities licensed or permitted and monitored by the FAA (FAA FY 2019 Portfolio of Goals). Therefore the FAA determines that while adverse impacts to tidal marshes around Floyd Creek and associated vegetation and wildlife would occur from a launch failure, the probability of occurrence is considered to be very low. The Final EIS has been updated with this information.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Biological	BR-04	The Final EIS now considers only a 100-degree from true north trajectory as part of the launch site operator license. This revised trajectory would not result in overflights above the Cumberland Island Wilderness. The analysis in the Final EIS was modified to reflect this change, specifically as it relates to noise from operations and removal of access restrictions associated with the range of trajectories analyzed in the previous version. Potential impacts to the Cumberland Island National Seashore, Wilderness, and associated habitat and wildlife are addressed in Sections 4.2, 4.4, 4.5, and 4.9 of the Final EIS. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 of the Final EIS.
Biological	BR-05	At this time it is not possible to determine the exact number of species or individuals that could be affected by construction activities because most species are transient and move in and out of the area. Conducting a survey of proposed construction areas at this time would not represent the condition in 2-3 years from now when construction might take place. Consequently, quantification of impacts is difficult. At this time we can determine the types of species likely present based on existing data. However, as noted in Section 4.2.1 of the EIS, Chapter 6 of the EIS, and in the USFWS ESA Section 7 Consultation in Appendix A, preconstruction surveys would be conducted to determine species present and mitigations would be implemented accordingly to avoid or minimize potential impacts.
Biological	BR-06	Potential impacts to right whales associated with operations are discussed in Section 4.2 of the EIS with additional detailed analysis for federally protected species in the Endangered Species Act (ESA) Section 7 Consultation the FAA completed with the NMFS (see Appendix A.2.2.2 of the EIS). Analysis was conducted regarding potential impacts to right whales from In-air noise from pre-launch, launch, and landing activities; increased boat traffic from spectators watching launch events, and chemical degradation of marine mammal habitat areas from accidental spills and first stage ejections into the Atlantic Ocean. Analysis presented in Section 4.2 of the EIS concludes that the potential for adverse impacts is minimal (see Appendix A.2.2.2). The main concern is the potential for airspace closures to impact NMFS's ability to conduct calving surveys. Mitigations identified by NMFS to minimize impacts to calving surveys are identified in Chapter 6 of the EIS as well as Appendix A.2.2.2. Other mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are also provided in Chapter 6 of the EIS.
Biological	BR-07	Potential impacts to sea turtles are analyzed in detail in the ESA Section 7 Consultation the FAA completed with the USFWS located in Appendix A.2.2.2 of the EIS. The analysis presented in the consultation is summarized in Section 4.2 of the EIS. Analysis found that there may be impacts to sea turtles from lighting, but that these impacts would not be adverse provided mitigations, such as implementation of lighting management practices, are implemented. The USFWS concurred with a finding of "may affect, but not likely to adversely affect" sea turtles. Mitigations to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS. As indicated, a Lighting Management Plan would be developed in coordination with the USFWS and GDNR once details are available regarding facility design.
Biological	BR-08	Section 3.4.3.1, Satilla River Marsh Island Natural Area, has been revised in the EIS to include a more detailed description of the Island and the surrounding estuary. Section 4.4.1.1, Coastal Resources, Proposed Action, Marine Protected Areas, discusses the potential impacts to the Satilla River Marsh Island Natural Area from the proposed action.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		Potential impacts to marine and estuarine habitats and animals are discussed in Section 4.2 of the EIS, with additional detailed analysis for federally protected species in the Endangered Species Act (ESA) Section 7 Consultations the FAA completed with the U.S. Fish and Wildlife Service (USFWS) (see Appendix A.2.2.2 of the EIS). The National Marine Fisheries Service's (NMFS's) findings on the FAA's determination of effects will be included in the Final EIS. No significant adverse impacts have been identified as a result of analysis. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 and Appendix A.2.2.2 of the EIS.
Biological	BR-09	Text has been added to indicate that "C" stands for "Candidate Species."
Biological	BR-10	Text has been revised to reference the appropriate Exhibit.
Biological	BR-11	The Protected Species Management Plan would be developed by Camden County, in cooperation with the USFWS and GDNR, at least six months prior to starting construction, as stated in Section 6.2.1 of the EIS.
Biological	BR-12	Additional text has been added to the Southern Atlantic Coastal Plain Salt and Brackish Tidal Marsh discussion. Descriptions of EFH are defined by the South Atlantic Fishery Management Council, as presented in Table 3.2-3 and Table 3.2-4. Habitat types include tidal freshwater, estuarine and marine emergent wetlands (e.g., intertidal marshes), tidal palustrine forested areas, estuarine and marine submerged vegetation, etc. The EIS considers the presence of salt marshes in the ROI and corresponds to estuarine and marine emergent wetlands associated with shrimp and the snapper-grouper complex. Therefore, the analysis of impacts on EFH in Section 4.2.1.1 and Section 4.2.1.2 consider salt marshes as part of EFH identified in the ROI.
Biological	BR-13	Feral horses were analyzed because they were identified as a concern during scoping. General effects from Spaceport Operations from both noise and sonic booms are analyzed in regards to all terrestrial animal species in Section 4.2 of the EIS. Examples of native wildlife species, are listed in Table 3.2-2, the white-tailed deer has been added to this table. Section 4.11 of the EIS determined that, while noise and sonic booms resulting from launches at Spaceport Camden may result in temporary short-term annoyance, such annoyance would not have significant adverse impacts to people and the natural environment.
Biological	BR-14	Wildland fire impacts are discussed in Section 4.2.1.2 and 4.14.1.3, Per Section 6.2.2 and Appendix A (A.2.2.2) of the EIS, a Wildland Fire Management Program would be developed in coordination with the U.S. Fish and Wildlife Service (USFWS) and the Georgia Department of Natural Resources (GDNR) at least six months prior to Spaceport Camden development.
Biological	BR-15	Launch failures (see Section 2.1.2.7 of the EIS) and impacts to Biological Resources are described under Section 4.2.1.3. Furthermore, each launch license undergoes a rigorous safety review that not only accounts for the launch vehicle and its reliability statistics, but the associated fuel types, payload and individual trajectory. As part of the license application the FAA requires launch providers to demonstrate compliance with risk limits as defined in 14 CFR 417.107 (for expendable launch vehicle) 431.35 and 435.35 (for reusable launch vehicles) which limit the risk from launch to an individual to 1×10^{-6} per mission (a one in a million chance). Regardless of the accident probability, FAA launch safety requirements limit risk (defined as the expected number of casualties) from all hazards (debris, toxic releases, and blast overpressure) from a

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		launch accident to 1×10^{-4} (a less than one in 10,000 chance) during any launch. Based on past safety performance, the FAA has set a performance goal of zero launch accidents resulting in fatalities, injuries, or significant damage. Over the past 25 years there have been no fatalities, serious injuries or significant property damage to the uninvolved public from commercial space launch activities licensed or permitted and monitored by the FAA (FAA FY 2019 Portfolio of Goals). FAA and the future operator of Spaceport Camden would develop a plan to include policies, process, and procedures in the event of a launch failure (see Section 2.1.2.7 of the EIS). The debris impacts would be expected to be contained within the FAA-approved hazard area.
Biological	BR-16	<p>As indicated in Section 6.2.2 and Appendix A (A.2.2.2) of the EIS, in cooperation with the USFWS and GDNR, Camden County would develop a comprehensive Protected Species and Habitat Management Plan (PSMP). The goal of protected species management, monitoring, and reporting is to provide for species-specific adaptive management for the preservation and/or enhancement of identified sensitive species present at the Spaceport Camden site, with the objectives being to (1) provide species-specific management procedures, (2) identify species-specific monitoring protocols, and (3) develop reporting procedures to inform the USFWS and GDNR of progress in meeting the program objectives. Camden County would commit to this goal and supporting objectives by developing a plan module for protected species management, monitoring, and reporting that outlines specific requirements and procedures as agreed upon by Camden County, USFWS, and GDNR for the species included in this consultation. This module would include the species-related conservation measures listed below for construction and operations (Sections 2.3.2 and 2.3.3 in the Biological Assessment), as well as applicable requirements from the USFWS as a result of consultation. For example, this module would include details regarding pre-construction species surveys and reports, as well as surveys conducted during and after launches, species-specific monitoring protocols to measure impacts of spaceport operations and the health and abundance of sensitive species at the site.</p> <p>Part of the PSMP also includes a Lighting Management Plan as discussed in Section 6.2.2, developed in coordination with the USFWS, which would serve to mitigate potential impacts to sea turtles.</p>
Biological	BR-17	<p>Potential impacts to sea turtles are analyzed in detail in the ESA Section 7 Consultation the FAA completed with the USFWS located in Appendix A.2.2.2 of the EIS. The analysis presented in the consultation is summarized in Section 4.2 of the EIS. Analysis found that there may be impacts to sea turtles from lighting, but that these impacts would not be adverse provided mitigations, such as implementation of lighting management practices are implemented. The USFWS concurred with a finding of "may affect, but not likely to adversely affect" sea turtles. Mitigations to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS. As indicated, a Lighting Management Plan would be developed in coordination with the USFWS and GDNR once details are available regarding facility design.</p> <p>Additionally, as indicated in Section 6.2.2 of the EIS and Appendix A (A.2.2.2) of the EIS, in cooperation with the USFWS and GDNR, Camden County would develop a comprehensive Protected Species Management Plan (PSMP). The goal of protected species management, monitoring, and reporting is to provide for species-specific adaptive management for the preservation and/or enhancement of identified sensitive species present at the Spaceport Camden site, with the objectives being to (1) provide species-specific management procedures, (2) identify species-specific monitoring protocols, and (3) develop</p>

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Area	Comment Response ID	FAA Response
		<p>reporting procedures to inform the USFWS and GDNR of progress in meeting the program objectives. Camden County would commit to this goal and supporting objectives by developing a plan module for protected species management, monitoring, and reporting that outlines specific requirements and procedures as agreed upon by Camden County, USFWS, and GDNR for the species included in this consultation. This module would include the species-related conservation measures listed below for construction and operations (Sections 2.3.2 and 2.3.3 in the Biological Assessment), as well as applicable requirements from the USFWS as a result of consultation. For example, this module would include details regarding pre-construction species surveys and reports, as well as surveys conducted during and after launches, species-specific monitoring protocols to measure impacts of spaceport operations and the health and abundance of sensitive species at the site.</p> <p>Part of the PSMP also includes the Lighting Management Plan as discussed in Section 6.2.2., developed in coordination with the USFWS, which would serve to mitigate potential impacts to sea turtles.</p>
Biological	BR-18	Additional detail regarding the bald eagle, to include any active nests in proximity to the launch facility, has been added to Section 3.2.3.2, Section 4.2.1.1, and Section 4.2.1.2.
Biological	BR-19	In cooperation with the USFWS and GDNR, Camden County would develop an Artificial Lighting Management Plan, per Appendix A.2.2.2, "The goal for artificial light management is to minimize to the extent possible visibility of facility glow, sky glow, or direct light to sea turtle nesting beaches. The objectives for the program would be to (1) provide clear guidance to project and/or facility managers, (2) determine the extent of sky glow/direct lighting from spaceport operations, and (3) identify corrective actions. This module would provide details on spaceport lighting (e.g., type [wavelengths, etc.] and location of lights via a plan drawing of exterior lighting), timing and positioning considerations for exterior lighting, measures to minimize light glow (shielding mechanisms, directed lighting, etc.), and processes and procedures for lighting installation and management. Additionally, the module would include lighting-related measures listed below for construction and operations, as well as applicable terms and conditions identified by the USFWS resulting from this consultation. Camden County would consult the International Dark-Sky Association or another similar professional organization when developing the lighting design and management module for the spaceport."
Biological	BR-20	Migratory birds are discussed in Section 3.2.3.2. Additional information on shorebirds, seabirds, and wading birds associated with the Satilla River Marsh Island and Cumberland Island was added to this section. Sections 4.2.1.1 and 4.2.1.2 describes potential impacts from the proposed action. Additional information regarding the Bird Island Rule and bird species known to nest on Satilla River Marsh Island (including the brown pelican) has been added to Section 3.4.3.1, in the Final EIS per commenter's suggestions, as appropriate. The Gullah Geechee Heritage Trail occurs in South Carolina, thus is outside the scope of proposed action in this EIS. Information on the Georgia Barrier Islands Western Hemispheric Shorebird Reserve Network and the Colonial Bird Network was included in Section 3.4.3.2.
Biological	BR-21	Section 4.2.1.2 explains the impacts associated with daily operational activities.
Biological	BR-22	Potential impacts to USFWS and NMFS-designated critical habitat are addressed in Section 4.2 of the EIS. FAA consulted with both the USFWS and NMFS regarding critical habitat, and found that no designated critical habitat will be impacted by construction or operation of the spaceport per signed concurrence from the USFWS and NMFS consultation for spaceport

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		activities. There is no critical habitat within the construction region of influence and the only critical habitat identified within the operational region of influence are piping plover (within marshes and beaches - Section 3.4 of the USFWS consultation) and loggerhead sea turtles (7.5 miles away from launch site - Section 3.9 of USFWS consultation). Operational activities would not physically impact any critical habitat. The consultations are provided in Appendix A.2.2.2 and the results of the findings are summarized in Section 4.2 of the EIS.
Biological	BR-23	Section 6.2 of the EIS states “The conservation measures would be implemented through coordinated efforts of FAA, the County, and future spaceport users.” The EIS requires these plans to be implemented.
Biological	BR-24	While specific nest locations were not identified in the EIS, Section 3.2.3.2 states “Bald eagle nesting regularly occurs within the operational ROI, including the OEZ and the composite USCG Limited Access Area (described in Section 2.1.2.5 of the EIS) on Cumberland Island (including Little Cumberland Island) and Jekyll Island.” Additionally, Section 4.2.1.2 describes potential impacts to bald eagles from spaceport operations and additional text was added to clarify the types of impacts that could occur.
Biological	BR-25	Operational activities at Cape Canaveral and Kennedy Space Center have been ongoing for many years; both locations have thriving migratory bird populations. In general, barotrauma from noise exposures are not anticipated because acoustic energy and pressure dissipates rapidly from in-air sources and birds have compact, rigid lungs with strong pulmonary capillaries that do not change much in diameter when exposed to extreme pressure changes. This reduces the risk for noise-induced barotrauma from the proposed action. Additionally, it is expected birds would be startled and move away from the area once activities begin, further reducing the potential for both non-auditory injuries (i.e., barotrauma) and physiological impacts (hearing loss). Revised noise analysis associated with the small launch vehicle indicates that, overall, noise generation will be minimal. The Final EIS was updated to include this information in Sections 4.2.1.1 and 4.2.1.2.
Biological	BR-26	Please see clarification of the term “authorized persons” and access issues in Response SA-08. With regard to sea turtles, the FAA has completed an Endangered Species Act Section 7 consultation with the USFWS regarding impacts to sea turtles. The USFWS concurred on a finding of “may affect but not likely to adversely affect” sea turtles due to operational impacts. Specific mitigations, including coordination with USFWS and NMFS regarding closures and access are identified in Chapter 6 of the EIS as well as in the consultation included in Appendix A.2.2.2. Additionally, access issues are addressed as part of the Coastal Zone Consistency Determination conducted with the GDNR Coastal Resources Division, which is included in Appendix A.2.2.4.
Biological	BR-27	Hazardous materials and hazardous wastes would be handled in accordance with protocols detailed in Section 4.7 to prevent the exposure of fish and wildlife to chemicals. Spills would be contained and cleaned up per the procedures identified in a Hazardous Materials Emergency Response Plan.
Biological	BR-28	As stated in Section 2.3 of the ESA Section 7 Consultation with USFWS (located in Appendix A.2.2.2), Camden County, in coordination with the USFWS and GDNR, would finalize the Protected Species and Habitat Management Plan at least six months prior to starting construction. This information has been added to Section 6.2 of the EIS.

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Area	Comment Response ID	FAA Response
Biological	BR-29	Section 7 consultations with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) have been conducted. Both agencies reviewed the analyses presented in the Biological Assessments. USFWS concurred with the FAA's determination of effects. Signed concurrence from USFWS is included in Appendix A (A.2.2.2) of the Final EIS. NMFS's findings will be included in the EIS once the consultation is completed.
Biological	BR-31	Section 7 Consultation has been completed with the U.S. Fish and Wildlife Service in regards to impacts to RCW. Signed concurrence was received from the USFWS see Appendix A (A.2.2.2) of the EIS. Section 4.4.1 of the consultation addresses the RCW. There is no suitable nesting habitat on the proposed spaceport site, and GDNR records show no RCWs identified within 3 miles. This has been summarized in the Final EIS, Section 4.2.
Biological	BR-32	Section 7 Consultation has been completed with the U.S. Fish and Wildlife Service in regards to impacts to sea turtles and critical habitat from construction activities. Signed concurrence was received from the USFWS see Appendix A (A.2.2.2) of the EIS. Critical habitat would not be impacted because it is 7.5 miles away from the construction location. Additionally, potential lighting impacts are addressed through implementation of a Lighting Management Plan, which will address both construction and operational lighting requirements. This plan would be developed in coordination with the USFWS and GDNR, as so stated in the Section 6.2 of the EIS and the USFWS consultation. This has been summarized in the Final EIS, Section 4.2.
Biological	BR-33	As stated in Section 4.2.1.2, acoustic energy from in-air noise associated with the Proposed Action does not effectively cross the air/water interface (Richardson, 1995) and underwater sound pressure levels from in-air noise are not expected to reach or exceed marine mammal threshold levels for injury. A U.S. Air Force study on sonic booms supports the conclusion that there is no risk of harassment for protected marine species (U.S. Air Force Research Laboratory, 2000). Noise effects to marine ESA-listed species are described in the Biological Assessment submitted to NMFS, which is found in Appendix A, A.2.2.2, Endangered Species Act Section 7 Consultation. NMFS's findings on the FAA's determination will be included in the EIS once the consultation is completed.
Biological	BR-34	Potential impacts to protected marine endangered species and migratory birds are discussed in the Biological Assessments submitted to USFWS and NMFS, which is found in Appendix A, A.2.2.2, Endangered Species Act Section 7 Consultation. USFWS concurred with the FAA's determination of effects. NMFS's findings on the FAA's determination will be included in the EIS once the consultation is completed. Mitigation measures developed during the consultation process are provided in Chapter 6 and Appendix A, A.2.2.2, of the Final EIS. Of the species listed in the comment, only humpback whales are not addressed in consultation or the EIS because they are not documented to occur within the construction or operation regions of influence.
Biological	BR-35	Marine fish are addressed in Section 3.2.3.4 and in Appendix D, Section D.4, Marine Fish. Impacts to marine fish are discussed in Sections 4.2.1.2 and 4.2.2. In addition, the FAA prepared and submitted an EFH Assessment to address impacts to federally managed fisheries. FAA has determined that there would be no adverse impacts to EFH, and the NMFS has concurred on this assessment. The consultation is included in Appendix A, A.2.2.5, and the findings of that consultation are summarized in the Final EIS.

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Area	Comment Response ID	FAA Response
Biological	BR-36	Mitigation measures specific to North Atlantic right whale and associated critical habitat have been developed in coordination with NMFS during ESA Section 7 consultation. The resulting mitigation measures will be included in the EIS once the NMFS consultation is completed.
Biological	BR-37	West Indian manatees are addressed in Section 3.2.3.4 and in Appendix D, Section D.2, Marine Mammals. Impacts to West Indian manatees are discussed in the Biological Assessment submitted to the USFWS, which is found in Appendix A, Section A.2.2.2, Endangered Species Act Section 7 Consultation. USFWS concurred with the FAA's determination of effects.
Biological	BR-38	North Atlantic right whales that occur within the operational region of influence (off-shore along the southeastern Georgia coast) are addressed in Section 3.2.3.4 and in Appendix D, Section D.2, Marine Mammals.
Biological	BR-39	FAA prepared and submitted a Biological Assessment to NMFS, which is included in Appendix A (Section A.2.2.2, Endangered Species Act Section 7 Consultation) of the EIS. Mitigation measures for federally protected marine species will be developed in coordination with NMFS during ESA Section 7 consultation and implemented accordingly. The resulting mitigation measures will be included in the EIS once the consultation is completed.
Biological	BR-40	FAA prepared and submitted an EFH Assessment to assess impacts to EFH and federally managed fisheries from the Proposed Action. The findings of that consultation with NMFS are included in the Final EIS.
Biological	BR-41	All changes were made in the Final EIS, except for the one in Section 4.2.2 under the Ocean-Landing Only Alternative because that component has been removed for the revised DOPAA.
Biological	BR-42	Marine invertebrates are discussed in Section 3.2.3.4 and in Appendix D, Section D.5, Marine Invertebrates. Some additional general information on marine invertebrates was included in Section 3.2.3.4. The analyses for potential impacts are discussed in Section 4.2.1.1 and Section 4.2.1.2. FAA prepared and submitted an EFH Assessment to NMFS that addresses impacts to federally managed fisheries. FAA has determined that there would be no adverse impacts to EFH and is awaiting NMFS's concurrence on this assessment. The consultation is included in Appendix A.2.2.5, and the findings of that consultation will be summarized in the EIS once consultation is complete.
Biological	BR-43	Because the revised Proposed Action no longer includes water landings, the portion of the comment associated with water landings is no longer applicable. FAA will re-open consultation with NMFS when an individual operator applies for a license and will address these impacts in more detail at that time. Because there are no water landings or returns the first stage will be expended over the Atlantic Ocean, similar to other launches that regularly occur on the east Coast. Potential impacts associated with this activity are addressed in the EIS.
Biological	BR-44	In the Final EIS, Section 3.2.3.4 was revised for better clarification and additional information based on other comments in this section.
Biological	BR-45	The "no effect" determination was for critical habitat for Atlantic sturgeon, as well as critical habitat for loggerhead sea turtle and North Atlantic right whale. The sentence before the no effect statement in the DEIS states "FAA determined the Proposed Action "may affect, but would not likely adversely affect" Atlantic sturgeon, shortnose sturgeon, North Atlantic right whale, and green, hawksbill, Kemp's ridley, loggerhead, and leatherback sea turtles."

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		Impacts to Atlantic sturgeon (<i>Acipenser oxyrinchus oxyrinchus</i>) from the Proposed Action are discussed in the Biological Assessment submitted to NMFS, which is found in Appendix A, A.2.2.2, Endangered Species Act Section 7 Consultation. NMFS's findings on FAA's determination will be provided in the EIS once the consultation is completed. Pile driving is also analyzed in Section 4.2.1 of the USFWS Section 7 consultation presented in Appendix A.2.2.2.
Biological	BR-46	Section 7 consultations with the USFWS and NMFS have been completed. USFWS reviewed the analyses presented in the Biological Assessment and concurred with FAA's determinations of effects. NMFS's findings on the FAA's determinations will be included in the EIS once that consultation is completed. Per ESA regulations, a "may affect" determination requires formal consultation. FAA's determinations were "not likely to adversely affect" which warrants only an informal consultation and subsequent concurrence from USFWS and NMFS. A formal consultation is only required if potential effects "are likely to adversely affect" and "takes" of ESA-listed species are being requested.
Biological	BR-47	Section 7 consultation with the USFWS is complete, and NMFS consultation is underway. Results of all consultations, as well as regulatory agency comments on the EIS, will be documented in the EIS once available. Mitigation measures were developed in coordination with both agencies during the consultation processes. There is no public comment period associated with the Section 7 consultation process for informal Biological Assessments. The resulting mitigation measures will be included in the EIS once available. Indirect effects are covered by conservation and mitigation measures obtained from USFWS and NMFS review and coordination.
Biological	BR-48	Sentence was changed as follows: Although most development would take place in areas that are not considered suitable or optimal wildlife habitat (i.e., developed areas, pine plantations), clearing of maritime forest areas would result in a loss of quality habitat.
Biological	BR-49	In order to avoid impacts to protected bird species as a result of the Proposed Action, conservation measures have been developed in consultation with the United States Fish and Wildlife Service. With implementation of these conservation measures, the Proposed Action may affect, but is not likely to adversely affect, protected species.
Biological	BR-50	Language has been added to the General Impacts to All Terrestrial Animals portions of Section 4.2.1.1 and 4.2.1.2 regarding increased traffic on Harriets Bluff Road from construction and operations. The EIS states that the common measure for construction point source noise (i.e., pile driving) is maximum decibel level (Lmax), which is used for the analysis of impacts to terrestrial animals. Additional language was added to Section 4.9.1.1 regarding Lmax noise levels from pile driving and associated impacts to wilderness.
Biological	BR-51	The requirement to "Follow National Bald Eagle Management Guidelines" in Section 6.2 encompasses a long list of protections, including the 660-foot buffer.
Biological	BR-52	This language has been added: "Destruction of an eagle nest (active or inactive) would require an eagle take permit from the USFWS."

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Area	Comment Response ID	FAA Response
Biological	BR-53	Language has been changed to recognize that birds may fly into cranes and pile drivers. A migratory bird take permit is not required for incidental take according to recent Department of the Interior M-37050 (Dec 22, 2017), which states that the MBTA's prohibition of take is for deliberate take, not take that is incidental to otherwise lawful activities.
Biological	BR-54	Concur—spelling corrected to Quercus geminata.
Biological	BR-55	One of the major goals of the fire program is to reduce the potential for wildfires by conducting fuel-reducing prescribed fires, thus it will be a priority to schedule such fires. Restrictions on fires (both on and off-site) would primarily occur only when a rocket is onsite being prepared for launch. Details on burn schedules, etc. would be included in the Wildland Fire Management Plan.
Biological	BR-56	The USFWS Section 7 Consultation includes that requirement that “Surveys for and relocation of gopher tortoises would follow Florida Fish and Wildlife Conservation Commission protocols in agreement/coordination with the [GDNR] and associated permit requirements.” The FWC protocols are rigorous and would ensure surveys were done in a major that protects gopher tortoises. Any indigo snakes found during tortoise surveys would be relocated per USFWS protocols. Exclusion fencing would be erected around the construction areas, and would be permanent to keep species from coming back to the sites.
Biological	BR-57	Surveys would follow standard protocols for marking; these protocols would be coordinated with, and approved by, the USFWS and GDNR.
Biological	BR-58	Section 4.2.1.1 states that surveys would be conducted for protected plant species prior to construction.
Biological	BR-59	These plantations are densely planted, and the understory diversity is very low, making them poor RCW foraging habitat.
Biological	BR-60	The USFWS Section 7 consultation states that a Natural Resource Specialist would be hired for the spaceport site. The Specialist would provide all personnel with a briefing that would include avoidance and reporting procedures.
Biological	BR-61	Spaceport Camden would follow a USFWS/GDNR approved survey protocol (including timing of the survey). If any protected plant species were found, Spaceport Camden would consult with the agencies to determine avoidance and minimization measures.
Biological	BR-62	Details on the timing, locations, and species to be monitored would be part of the Protected Species Management, Monitoring, and Reporting Plan, and would be determined through coordination with the USFWS and GDNR prior to the initiation of construction.
Biological	BR-63	The EIS analyzes direct impacts to these habitats in the Terrestrial Vegetation and Habitats portion of Section 4.2.1.1.
Biological	BR-64	No testing has been conducted as part of this EIS. Analysis in the EIS is conducted according to FAA Order 1050.1F guidelines and uses the best available information (e.g., previous studies and existing information) to evaluate potential impacts to marine and animal species. Monitoring, as described in Chapter 6 of the EIS will be conducted to validate impact analysis and adjust mitigations as necessary.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Biological	BR-65	As discussed in Section 3.2 and in the ESA Section 7 Consultation with the USFWS, the nearest nesting beach is 5.5 miles from the launch site. Per signed concurrence from the U.S. Fish and Wildlife Service on Section 7 consultation for spaceport activities, a Lighting Management Plan would be developed in coordination with the USFWS and GDNR to address lighting design and implementation in order to minimize any potential adverse impacts.
Biological	BR-66	Under Section 4.2.1, the General Impacts to All Species Subsection and the Migratory Bird Subsection identifies impacts to all birds, which would include impacts to pelicans as they are listed in Table 3.2-2. However, the pelican colony has been specifically identified under the Migratory Birds Sections 3.2.3.2 and 4.2.1 of the EIS.
Biological	BR-67	FAA believes DNL is an appropriate metric to assess the potential noise effects to people and wildlife. Impacts to wildlife from pile driving activities are discussed under Section 4.2.1.
Biological	BR-68	Consultation with the USFWS (please see Appendix A) identified the conservation measures to: 1. Survey for and relocate gopher tortoises and indigo snakes from the construction areas, 2. Erect construction fencing (i.e., trenched silt fence) around the construction sites to prevent tortoises/snakes from re-entering the sites after relocation, and 3. Install chainlink security fencing around each of the four individual facilities and along the western border of the Camden launch site (designed in accordance with FAA guidelines for security fencing). As shown in Exhibit 2-4 (page A-2106) of the consultation in Appendix A, the perimeter fencing at each facility would wrap pretty tightly around the structures and would not encompass quality tortoise habitat. Installing fencing that allowed movements of these species into the area would actually put them in harm's way from daily operations that occur within the fenced areas at each of the facilities.
Biological	BR-69	A Protected Species and Habitat Management Plan (PSHMP) is identified as a conservation measure in the USFWS ESA Section 7 consultation provided in Appendix A.2.2.2 and summarized in Chapter 6 of the EIS. The PSHMP would include measures for protected species and habitat management, monitoring, and reporting and would be developed in coordination with the USFWS to address such issues as wildlife hazard assessments and raptor surveys. Operational conservation measures also include pre- and post-launch surveys for sensitive species.
Biological	BR-70	Consultation with the USFWS (please see Appendix A) identified the conservation measures to: 1. Survey for and relocate gopher tortoises and indigo snakes from the construction areas, 2. Erect construction fencing (i.e., trenched silt fence) around the construction sites to prevent tortoises/snakes from re-entering the sites after relocation, and 3. Install chainlink security fencing around each of the four individual facilities and along the western border of the Camden launch site (designed in accordance with FAA guidelines for security fencing). As shown in Exhibit 2-4 (page A-2106) of the consultation in Appendix A, the perimeter fencing at each facility would wrap pretty tightly around the structures and would not encompass quality tortoise habitat. Installing fencing that allowed movements of these species into the area would actually put them in harm's way from daily operations that occur within the fenced areas at each of the facilities.
Biological	BR-71	No solid or hypergolic fuels are anticipated to be used based on the existing application. FAA is analyzing the use of liquid propellants which are not expected to have toxic impacts. In addition, a future launch operator would be required to complete a toxics analysis as part of the licensing process.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Biological	BR-72	Locations of designated EFH and HAPCs are included in Section 3.2.3.3 of the EIS. Descriptions of EFH are defined by the South Atlantic Fishery Management Council, as presented in Table 3.2-3 and Table 3.2-4. Habitat types include tidal freshwater, estuarine and marine emergent wetlands (e.g., intertidal marshes), tidal palustrine forested areas, estuarine and marine submerged vegetation, etc... The EIS considers the presence of salt marshes in the ROI corresponds to estuarine and marine emergent wetlands associated with shrimp and the snapper-grouper complex.
Biological	BR-73	The Proposed Action has been revised to no longer include landings either on land or in water. Therefore this comment is no longer applicable.
Biological	BR-74	Noise impacts to wildlife are discussed in Section 4.2 of the EIS, with additional detailed analysis for federally protected species in the ESA Section 7 Consultations the FAA completed with the USFWS and the NMFS (see Appendix A.2.2.2 of the EIS). Additional language has been added to the EIS to clarify the usage of metrics for impacts of noise to wildlife.
Biological	BR-75	Cumberland Island National Seashore was initially designated as part of the Carolinian-South Atlantic UNESCO Biosphere Reserve in 1986 (http://npshistory.com/publications/mab/index.htm). However, it was withdrawn from designation in 2017 and is no longer considered a UNESCO Biosphere Reserve (http://www.unesco.org/new/en/natural-sciences/environment/ecological-sciences/biosphere-reserves/europe-north-america/). According to UNESCO (2017-2108 map of the World Network of Biosphere Reserves Cumberland Island National Seashore is not an International Biosphere Reserve (UNESCO, 2018 https://en.unesco.org/news/new-map-world-network-biosphere-reserves-2017-2018)
Climate	CL-01	<p>As stated in Section 4.3, “A change of this minute magnitude is not likely to have any impact on global climate change, sea level rise, or any potential impacts of climate change. However, sea level rise and other climatological changes such as an increase in extreme weather events, may or may not impact the spaceport in the coming years.”</p> <p>There is much uncertainty and debate within the scientific community. The IPCC, in Climate Change 2014: Synthesis Report, suggested that even in the worst case, there is a 95% probability that sea level rise will be less than one meter by 2100 (IPCC, 2014). However, the National Oceanic and Atmospheric Administration (NOAA) has suggested a wider range of sea-level rise over the same period, from 0.3 meters to 2.5 meters (NOAA, 2017). Using NOAA’s Sea Level Rise Viewer (a web-based geographic information system [GIS] application), if a one meter rise were to occur by 2100, Spaceport Camden would be minimally impacted, and it is not likely that any of the proposed facilities would be adversely impacted (NOAA, 2017).</p> <p>NOAA’s Tides & Currents GIS application combines data from over 150 years of tide monitoring stations and satellite altimetry since 1992. It suggests that the relative sea level trend is 2.11 mm/year with a 95% confidence interval of +/- 0.18 mm/year based on monthly mean sea level data from 1897 to 2017 which is equivalent to a change of 0.69 feet in 100 years for Fernandina Beach, FL which is immediately across the St. Marys River from Cumberland Island (NOAA, 2013). This much lower level of sea rise, suggests even less likelihood that the proposed spaceport would be adversely impacted by sea-level rise. Nevertheless, final siting and engineering would take into consideration sea-level rise as well as the locations of 100-year floodplains and would be sited and constructed accordingly.</p>

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		<p>The world's top meteorologists have struggled to predict quantity, severity, and location of hurricanes and other extreme weather events even up to mere hours before landfall, so it is not beneficial to make specific predictions regarding extreme weather events. However, during final siting and engineering mitigative construction methods and materials would be considered as well as appropriate infrastructure needs such as hurricane evacuation routes.</p> <p>Further, the U.S. and nations throughout the world are making strides in renewable energy, electric vehicles, etc. and reducing reliance on GHG-producing fossil fuels. In the coming years, climate change may be halted or even eventually reversed. Regardless, there are far too many uncertainties to provide any meaningful and/or quantitative analysis on the specific effects of potential climate change. Any such analysis would be purely speculative.</p>
Climate	CL-02	<p>As stated in Section 2.3.1.1, a primary site selection criteria is "The site's natural features (e.g., topography, soil type, presence of floodplains and/or wetlands) and risk exposure(s) (e.g., ability to satisfy FAA regulations, 14 CFR Part 420) must not unduly complicate the construction or operation of the launch complex." It is reasonable to assume that the first areas impacted by potential sea level rise would be floodplains and wetlands, so potential sea level rise would be considered in final site selection/engineering. Likewise, risk exposure and ability to satisfy FAA's requirements would include suitable infrastructure such as hurricane evacuation routes.</p>
Climate	CL-03	HFCs deleted from revised sentence.
Climate	CL-04	<p>It is likely that HFCs would be used in commercial HVAC systems. However, none are planned for release. Any release would be accidental, minimal, and remedied quickly (especially in the hot, humid southeast GA climate).</p>
Climate	CL-05	<p>In cases of a potential catastrophic launch failure (see Section 2.1.2.7 of the EIS), GHG emissions would likely be the same or slightly less than in cases of a successful launch, due to potential incomplete combustion in the case of a failure.</p>
Coastal	CO-01	<p>Potential impacts to coastal resources are discussed in Section 4.4 of the EIS. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS. The Georgia Coastal Resources Division has provided a Coastal Consistency Determination (CCD) under the Coastal Zone Management Act stating that, provided certain measures are implemented, the Proposed Action is consistent with Georgia's Coastal Zone Management Program. This CCD is provided in Appendix A of the EIS.</p>
Coastal	CO-02	<p>This section has been revised to read: "None of the proposed construction areas would occur on Cumberland Island. However, for visitors to the seashore during the construction phase of the spaceport, even a slight increase in noise would be easily noticeable in an otherwise quiet setting. Refer to Section 4.9.1.1 for additional discussion of noise effects from construction activities on wilderness characteristics. Increased noise levels from construction would be intermittent and temporary, in that it would only occur during certain activities (i.e., those with higher intensities during activities such as pile driving) and over approximately 15 months (the anticipated duration of construction). Therefore, construction activities would have no long-term, significant impacts to coastal resources at Cumberland Island."</p>
Coastal	CO-03	<p>This section has been updated to reflect the most recent noise analyses associated with the small launch vehicle.</p>

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Coastal	CO-04	Added text “As described in Section 3.9.3, <i>Land Use, Existing Conditions</i> , Cumberland Island Wilderness is exposed to noise from sources outside the area, including vehicular traffic on Main Road, vessel use of surrounding water ways, military aircraft overflights, and beach driving. Therefore, visitors currently experience a diminished level of solitude within Cumberland Island Wilderness. Given the short duration of operations-related noise, combined with the existing soundscape of Cumberland Island Wilderness, impacts to the solitude or primitive and unconfined recreation quality would be adverse, but short-term and minor and would not degrade this wilderness quality (Section 4.9.1.2, <i>Land Use, Proposed Action, Operation, Cumberland Island Wilderness</i>). Overall, impacts to coastal resources at Cumberland Island from Spaceport Camden operations would not be significant.”
Coastal	CO-05	Each launch license undergoes a rigorous safety review that not only accounts for the launch vehicle and its reliability statistics, but the associated fuel types, payload and individual trajectory. As part of the license application the FAA requires launch providers to demonstrate compliance with risk limits as defined in 14 CFR 417.107 (for expendable launch vehicle) 431.35 and 435.35 (for reusable launch vehicles) which limit the risk from launch to an individual to 1×10^{-6} per mission (a one in a million chance). Regardless of the accident probability, FAA launch safety requirements limit risk (defined as the expected number of casualties) from all hazards (debris, toxic releases, and blast overpressure) from a launch accident to 1×10^{-4} (a less than one in 10,000 chance) during any launch. Based on past safety performance, the FAA has set a performance goal of zero launch accidents resulting in fatalities, injuries, or significant damage. Over the past 25 years there have been no fatalities, serious injuries or significant property damage to the uninvolved public from commercial space launch activities licensed or permitted and monitored by the FAA (FAA FY 2019 Portfolio of Goals). Furthermore, the FAA and the future operator of Spaceport Camden would develop a plan to include policies, process, and procedures in the event of a launch failure (see Section 2.1.2.7 of the EIS). The debris would be expected to be contained within the FAA-approved hazard area.
Coastal	CO-06	The Georgia Coastal Resources division has provided correspondence that indicates if certain concerns are addressed, then they would concur with the Coastal Consistency Determination provided by Camden County. The Coastal Consistency Determination and correspondence are provided in Appendix A (Section A.2.2.4).
Coastal	CO-07	The Georgia Department of Natural Resources Coastal Resources Division, provided considerations to be addressed within the Coastal Consistency Determination to protect coastal resources. The U.S. Fish and Wildlife Service also provided input to protect coastal resources. These documents can be found within Appendix A, specifically A.2.2.2 and A.2.2.4. These conservation measures would be followed in order to reduce and avoid adverse impacts to coastal resources.
Coastal	CO-08	Per Section 6.2.2 and Appendix A (A.2.2.2) of the EIS, a Wildland Fire Management Program would be developed in coordination with the U.S. Fish and Wildlife Service and the Georgia Department of Natural Resources at least six months prior to Spaceport Camden development.
Coastal	CO-09	As discussed in Sections 4.14.1.1 and 4.14.1.2 of the EIS, construction and operation of Spaceport Camden are not anticipated to significantly affect surface waters, which would include salt marshes.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Coastal	CO-10	At this time, the GDNR Coastal Resources Division and Spaceport Camden team are working through concerns brought up during the Coastal Consistency Determination process. The GDNR is providing a “conditional” concurrence, and will continue to provide a phased concurrence approach as the FAA and Camden County develop and submit various documents in three stages. Details of the three stages and associated document submittals are included in Appendix A of the Final EIS. Camden County has defined the buffer as the area that exists between the launch point and the launch site boundary; this buffer area would not be constructed upon and would be left in its current condition.
Coastal	CO-11	Section 3.4.3.1 was revised to better describe the estuary surrounding the designated natural area and included a reference for the HAPC designated for shrimp within the Satilla River.
Coastal	CO-12	“16” changed to “15.” Text in Section 3.4.3.1 for the Satilla River Marsh Natural Area was revised based on other comments. Changing “acres” to “acreage” no longer applies.
Coastal	CO-13	Additional supporting detail has been added to the Coast Resources Cumulative Impacts discussion.
Cultural	CR-01	Impacts to historical and other cultural resources are discussed in Section 4.8 of the EIS. No significant adverse impacts have been identified as a result of analysis. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS. Additionally, the FAA continues National Historic Preservation Act (NHPA) Section 106 Consultation with Georgia SHPO, the ACHP, Indian tribes, and other consulting parties regarding impacts to cultural resources – correspondence regarding this consultation is included in Appendix A of the EIS, and the results of consultation will be included in the Final EIS.
Cultural	CR-02	This area is outside the construction footprints, as indicated in Table 3.8-1 of the EIS. Access to these locations would need to be coordinated with the property owner, as is the current practice. In this case, persons wishing to access these sites would be required to coordinate with Camden County.
Cultural	CR-03	The proximity of these structures is discussed in Section 3.8 of the EIS, while potential impacts to these resources is discussed in Section 4.8 of the EIS.
Cultural	CR-04	FAA has consulted with all appropriate Federal and/or State-recognized tribes under the requirements of the National Historic Preservation Act; the American Indian Religious Freedom Act; Executive Order 13175, <i>Consultation and Coordination with Indian Tribal Governments</i> ; and other regulatory requirements as outlined in Section 3.8.2 and presented in Appendix A of the EIS. However, the FAA realizes the importance of addressing potential impacts to all culturally important aspects of the affected environment outside of regulatory requirements and invited the Gullah Geechee Commission on the Gullah Geechee Cultural Heritage Corridor to participate in Section 106 consultation. Although the Gullah Geechee Commission did not initially accept FAA’s invitation to participate in Section 106 consultation, in response to comments on the DEIS, information on the Gullah/Geechee historic context has been added to Appendix F of the EIS. Sections 3.8 and 4.8 have been revised to indicate that the Gullah Geechee Commission accepted the FAA’s invitation on 17 June 2020. FAA is currently coordinating with the Gullah Geechee Nation in this regard; the results of consultation will be included in the Final EIS.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Cultural	CR-05	Under the revised proposed action, sonic booms will not occur in the vicinity of any historic properties. The text of Section 4.8 has been revised to include analysis of potential effects from a catastrophic event. Section 4.8 of the EIS discusses impacts to historical and other cultural resources within the area of potential effects (5-mile radius from the center of the proposed spaceport) which was established through National Historic Preservation Act (NHPA) Section 106 consultation with the GA State Historic Preservation Office. No significant adverse impacts have been identified as a result of analysis. Measures associated with these resource areas that would serve to avoid, minimize, or mitigate adverse impacts are established through the NHPA Section 106 process and are provided in Chapter 6 of the EIS. Additionally, the FAA continues National Historic Preservation Act (NHPA) Section 106 Consultation with GA SHPO, the ACHP, Indian tribes, and other consulting parties regarding impacts to cultural resources – correspondence regarding this consultation is included in Appendix A of the EIS, and the results of consultation will be included in the Final EIS.
Cultural	CR-06	The basis for the area of potential effects (5-mile radius from the center of the proposed spaceport), which was established through National Historic Preservation Act (NHPA) Section 106 consultation with the GA State Historic Preservation Office, is discussed in EIS Section 3.8.3. The Section 106 consultation documentation is included in Appendix A of the EIS, and cited in Section 3.8. Little Cumberland Island Lighthouse is identified in EIS Section 3.8.3, and is described as outside the area of potential effects.
Cultural	CR-07	Please note that “no impact” and “no adverse effect” are not the same. “No impact” means, plainly, that there would be no impact. “No adverse impact” means that while there may be identified impacts, the context, scope, and/or intensity of the impact would not result in an adverse effect. Consequently, the results presented in EIS Table 4.9-2 (“no adverse effect”) are consistent with the text stating that “...these are not of an intensity or duration to constitute an adverse effect.”
Cultural	CR-08	Spelling of Mocama has been corrected throughout the EIS.
Cultural	CR-09	The text of the EIS has been corrected.
Cultural	CR-10	EIS Section 6.8 has been revised to reflect the current status of the Section 106 consultation, and the results of completed consultation will be included in the FEIS. The overall objective of the consultation(s) is to identify potential adverse impacts, identify measures to avoid and/or minimize adverse impacts, and if necessary identify mitigative strategies to compensate for any identified adverse impacts. Specific details of resource management plans to be developed in the future through coordination with consulting parties cannot be known at this time.
Cultural	CR-11	The EIS has been revised to reflect the current status of the Section 106 consultation and tribal correspondence. Consultation will be completed prior to the ROD signing, with consultation results included in the Final EIS.
Cultural	CR-12	Table 3.8-1 has been revised to correctly identify the four archaeological sites to which the footnote applies.
Cultural	CR-13	Potential impacts from vibration for historic architectural resources are addressed in EIS Section 4.8.1.2, based on the noise-vibration study performed for the EIS. Sound pressure level induced vibration from the small vehicle would fall below the levels shown to potentially cause damage.

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Area	Comment Response ID	FAA Response
Cultural	CR-14	Impacts to historical and other cultural resources are discussed in Section 4.8 of the EIS, in which the concept of “temporary effects” is described.
Cultural	CR-15	Historic Property identification efforts include archaeological survey and are described in EIS Section 3.8.3.
Cultural	CR-16	With the revised Proposed Action, the FAA continues National Historic Preservation Act (NHPA) Section 106 Consultation with GA SHPO, the ACHP, Indian tribes, and other consulting parties regarding impacts to cultural resources – correspondence regarding this consultation is included in Appendix A of the EIS, and the results of consultation will be included in the Final EIS.
Cultural	CR-17	<p>The APE for direct effects (archaeological resources) and for indirect effects (architectural resources) was established through National Historic Preservation Act (NHPA) Section 106 consultation with the GA State Historic Preservation Office, the documentation of which is included in Appendix A of the EIS.</p> <p>Section 106 consultation established that “The APE for archaeological resources (direct APE) would consist of areas where there would be direct ground disturbance, including construction of facilities, installation or upgrading of utilities, access roads or other routes, and staging areas, as well as the location of maintenance and operations activities”.</p> <p>Section 106 consultation also established the methods for identification of resources within each APE, which included:</p> <ul style="list-style-type: none"> · “Detailed background research and records review of archaeological sites within a 1-mile radius of the direct APE shown in Attachment 2 (of the May 24, 2016 letter); · Detailed background research and records review of historic architectural resources within the indirect APE, the 5-mile buffer centered on the proposed launch facility shown in Attachment 3 (of the May 24, 2016 letter); · Outreach and consultation with Tribes and knowledgeable local persons listed in Attachment 4 (of the May 24, 2016 letter); · Completion of a Phase I Archaeological Identification Survey of the direct APE in accordance with Georgia Council of Professional Archaeologists (GCPA) guidelines; and · Completion of a Phase I Architectural Resource Reconnaissance Survey of the indirect APE, accounting for all historic architectural resources (i.e., buildings, structures, and objects) 45 years of age or older, as well as significant rural and/or cultural landscapes.” <p>Revised the discussion of the archaeological sites to state that they are outside the APE for archaeological resources established through Section 106 consultation, and are thus not discussed in detail or analyzed further in the EIS.</p>
Cultural	CR-18	This academic research is outside of the scope of the EIS. FAA will continue to consult with the SHPO, as necessary, through the Section 106 process.
Cultural	CR-19	Not all historic structures are treated the same across projects; protections and mitigations are determined through the NHPA Section 106 consultation process. Historic structures within the Camden spaceport project APE are afforded protections specific to the GA SHPO determination of effects completed under NHPA Section 106 consultation.

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Area	Comment Response ID	FAA Response
Cultural	CR-20	With the revised Proposed Action, the FAA continues National Historic Preservation Act (NHPA) Section 106 Consultation with GA SHPO, the ACHP, Indian tribes, and other consulting parties regarding impacts to cultural resources – correspondence regarding this consultation is included in Appendix A of the EIS, and the results of consultation will be included in the Final EIS.
Cultural	CR-21	With the revised Proposed Action, the FAA continues National Historic Preservation Act (NHPA) Section 106 Consultation with GA SHPO, the ACHP, Indian tribes, and other consulting parties regarding impacts to cultural resources – correspondence regarding this consultation is included in Appendix A of the EIS, and the results of consultation will be included in the Final EIS. The following was added to the Section 6.8 list of possible mitigations: “Procedures for inadvertent discovery additional archeological or historical sites during construction, including reporting and consultation with the SHPO.”
Cultural	CR-22	With the revised Proposed Action, the FAA continues National Historic Preservation Act (NHPA) Section 106 Consultation with GA SHPO, the ACHP, Indian tribes, and other consulting parties regarding impacts to cultural resources – correspondence regarding this consultation is included in Appendix A of the EIS, and the results of consultation will be included in the Final EIS.
Cultural	CR-23	Under the revised proposed action, the noise and vibration analysis has been revised, and there is lower potential that vibrations from operational noise could damage historic structures. The FAA continues National Historic Preservation Act (NHPA) Section 106 Consultation with GA SHPO, the ACHP, Indian tribes, and other consulting parties regarding impacts to cultural resources – correspondence regarding this consultation is included in Appendix A of the EIS, and the results of consultation will be included in the Final EIS.
Cultural	CR-24	The only adverse effects on cultural resources identified in the analysis would be on 4 archaeological sites in the construction footprint of the proposed Spaceport facilities, if they are eventually determined eligible for the NRHP. The contribution to cumulative impacts to cultural resources by the potential adverse effects of the proposed Spaceport is described in EIS 5.3.8. Please Response CI-06 regarding cumulative impacts.
Cumulative	CI-01	While individual impacts are presented throughout the EIS, the aggregated impacts are presented in the summary tables in the Executive Summary. Section ES.5 provides a summary of the impacts of each alternative for each resource.
Cumulative	CI-02	Any meaningful, substantive quantitative analysis of cumulative impacts associated with related businesses that could potentially appear over time if the spaceport were licensed cannot be accomplished without specific details that afford a quantitative analysis; analysis based on “claims” would otherwise be speculative. Induced economic growth and associated impacts are discussed in Section 4.12. Cumulative impacts in this regard can only be discussed in a qualitative manner; as such additional qualitative discussion of related business has been added to the EIS.
Cumulative	CI-03	Please refer to the resource specific ROIs identified in each resource area. For example, the ROI for Air Quality is the regional AQR. ROIs are not confined to the immediate project area.

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Area	Comment Response ID	FAA Response
Cumulative	CI-04	The operational and construction ROI for each resource, and the rationale for developing the ROI, is provided in each resource section.
Cumulative	CI-05	These have been separated for clarity in the Final EIS.
Cumulative	CI-06	NEPA documents need only consider those past, present, and future actions that incrementally contribute to the cumulative effects <i>on resources affected by the proposed action</i> . Actions affecting other resources, or with cumulatively insignificant effects on the target resources, do not add to the value of the analysis. Past actions have, by definition, already occurred and are therefore captured as part of the baseline condition reflected in Chapter 3 of the EIS. The baseline/current condition is the gauge against which impacts are assessed and determined. Additionally, if there is no effect on the resource it can reasonably be assumed that there would be no incremental impact when considered with other activities. The definition of cumulative analysis drives an “aggregated” approach to overall cumulative analysis, in which case analysis of each individual present, and/or reasonably foreseeable project is not analyzed separately, but as an aggregate - so the notion that each project identified must be specifically analyzed in the context of cumulative analysis is not practicable. Each resource area address the potential cumulative impacts of all the present and reasonably foreseeable projects in an aggregate context (e.g., future development within the county would result in increased air emissions) to the extent that information is available. Mostly, only a qualitative analysis can be conducted because many of these reasonably foreseeable actions are only in the planning stages and information allowing for quantitative analysis (i.e., air emissions calculations) is not available. Regardless, additional information has been added as appropriate to the cumulative impact discussion (either quantitative or qualitative analysis) based on the level of detail available for identified projects. It is not the intent of cumulative impact analysis to conduct additional EIS-level analysis for every project occurring within the ROI; such an approach would be difficult to nearly impossible given the large ROI and the lack of meaningful details that would drive such analyses given that many reasonably foreseeable projects are either only notional or in the very early planning stages. To that end, representative projects that may interact with the identified resources within the established ROI are described and quantitative analyses is conducted only to the extent that detailed information allowing for such analyses is available and provides for meaningful discussion. In other cases qualitative analyses are conducted.
Cumulative	CI-07	The fact that the site is contaminated <i>is</i> the impact associated with the past industrial use. The contaminated site conditions are described at length in Section 3.7, and the present condition of the affected environment is discussed throughout each related resource section. To that end, references to other sections of the document, as appropriate, have been provided for clarity. To note, it is not within the scope of the EIS to assess the current conditions (e.g., take water quality samples or conduct bioassays of gopher tortoises), only to describe them based on best available information and identify impacts to those resources from the proposed action.
Cumulative	CI-08	Additional information regarding the types of projects identified in the Camden County Kings Bay Joint Land Use Study has been added to Chapter 5. The Camden County Kings Bay Joint Land Use Study is a publicly available document.
Cumulative	CI-09	Additional discussion regarding the closure of St. Mary's Airport has been added to the resource areas of Chapter 5 as appropriate.

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Area	Comment Response ID	FAA Response
Cumulative	CI-10	Additional discussion regarding continuing operation of Naval Submarine Base Kings Bay has been added to appropriate resource areas of Chapter 5.
Cumulative	CI-11	Additional discussion regarding development of Cumberland Island/Little Cumberland Island has been added to the resource areas of Chapter 5 as appropriate.
Cumulative	CI-12	Impacts of St. Mary's barge port rezoning is outside the scope of this EIS. However, a discussion regarding rezoning of St. Mary's for potential barge port as related to potential interactions with spaceport operations has been added to the resource areas of Chapter 5 as appropriate. The revised Proposed Action does not include an Ocean Landing alternative.
Cumulative	CI-13	The Cumberland Island National Seashore Fire Management Plan is a publicly available document. It is not within the scope of the EIS to evaluate the impacts of the Plan and/or fire management activities on the National Seashore; that is within the NPS purview. The EIS does address impacts of the spaceport on the management activities of the NPS throughout Chapter 4. It should be noted that the NPS is a cooperating agency for this EIS. However, additional information regarding the Cumberland Island National Seashore Fire Management Plan has been added to Chapter 5.
Cumulative	CI-14	Additional information regarding the ongoing public and commercial uses within the operational region of influence has been added to Chapter 5.
Cumulative	CI-15	Frequency, amount and types of amateur launches cannot be quantified at this time, as requests for amateur launches are addressed on an as-needed basis when requests are made. Only speculative predictions can be made at this time, which do not really provide any meaningful quantitative analysis. However, the potential effects of continued amateur launches are acknowledged in Chapter 5.
Cumulative	CI-16	As stated in Section 2.1.1.1, no improvements to the offsite infrastructure would be needed to support Spaceport Camden. Furthermore, as stated in Section 2.1.1.6, the County has stated that new infrastructure and improvements would be limited to onsite improvements or, in the case of improved roadways, within the industrial property. The County does not anticipate improvements or expansions required for the access road to the spaceport site (Harriets 28 Bluff Road/Union Carbide Road) or the utilities that bring electricity and communications to the external boundary of the industrial property.
Cumulative	CI-17	Chapter 5 discussions have been revised for clarity and consistency.
Cumulative	CI-18	The EIS follows the formatting guidelines as defined in FAA Order 1050.1F. Appendix B addresses Health and Safety.
Cumulative	CI-19	While the FAA is required to analyze the cumulative impacts of the proposed action and reasonably foreseeable future actions, these actions in themselves do not preclude an action from moving forward. Residential growth on Little Cumberland Island is identified as a reasonably foreseeable future action in Section 5.2 of the EIS.
Editorial	ED-01	A thorough editorial review has been conducted and editorial adjustments have been made to correct grammatical errors throughout the document.
Editorial	ED-02	The EIS has been updated with the latest information.

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Area	Comment Response ID	FAA Response
Editorial	ED-03	Tables of contents have been added to the Appendices but an index is not required for appendix material. To the extent possible through optical character recognition tools, the appendices are also searchable and 508 compliant.
Editorial	ED-04	Tables of contents have been added to the Appendices but an index is not required for appendix material. To the extent possible through optical character recognition tools, the appendices are also searchable and 508 compliant.
Editorial	ED-05	Tables of contents have been added to the Appendices but an index is not required for appendix material. To the extent possible through optical character recognition tools, the appendices are also searchable and 508 compliant.
Editorial	ED-06	“Vehicle Assembly” changed to “Launch Vehicle Transport and Assembly” for clarity.
Editorial	ED-07	Removed “City” from all instances of Woodbine City to Woodbine. Use of “City” or “city” is not necessary. Extended the same change to instances of St. Marys City and Kingsland City, as well.
Editorial	ED-08	Change made to “Coordination with both the GDNR Coastal Resources Division and USACE would determine permitting and surveying needs.”
Editorial	ED-09	Changes made; all footnotes in Table 3.1-1 have been addressed.
Editorial	ED-10	Deleted “continues to”.
Editorial	ED-11	No change made. The parentheses are correctly placed around “10.2 percent.”
Farm	FL-01	Although aquaculture is not considered part of the prime or unique farmland regulatory designation, aquaculture has been added to the Farmlands’ definition in Section 3.6 of the EIS and described separately from the main Farmlands designations. An assessment analyzing potential impacts to aquaculture has been included in the Farmlands Section 4.6 of the EIS; including, but not limited to: leases, locations, and impacts related to aquaculture farming/harvesting. Mitigations to reduce impacts to aquaculture have been identified in Chapter 6 of the FEIS.
General	GC-01	FAA appreciates your input.
General	GC-02	Potential impacts from construction activities are addressed throughout the EIS in each resource-area section of Chapter 4. Storage of rocket fuel is addressed in Section 4.7 of the EIS. Potential impacts from lighting is addressed in Section 4.13 of the EIS. Beach driving, which currently occurs, would require a permit from Georgia Coastal Resources Division (Official Code of Georgia Annotated [O.C.G.A.] 12-5-230, Shore Protection Act). Potential impacts from vehicular use on beaches is addressed as part of the USFWS ESA Section 7 Consultation provided in Appendix A of the EIS. Disturbance of previously contaminated areas is addressed in Section 4.7 of the EIS. No significant adverse impacts have been identified as a result of analysis. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS.
General	GC-03	Potential impacts to wildlife are discussed in Section 4.2 of the EIS, as well as in the USFWS and NMFS ESA Section 7 and MMPA consultations provided in Appendix A of the EIS. Potential impacts to park visitors are addressed in Sections 4.5, 4.9, and 4.12 of the EIS. Potential impacts to Wilderness are discussed in Section 4.9 of the EIS. No significant adverse impacts have been identified as a result of analysis. Mitigations associated with these resource areas that would serve to

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Area	Comment Response ID	FAA Response
		minimize or avoid adverse impacts are provided in Chapter 6 of the EIS. Additional discussion of potential impacts to salt marshes, fish nurseries, oyster beds and rookeries has been added to the EIS in Sections 4.2 and 4.13.
General	GC-04	Blank pages are used to separate cover pages and Chapters. There are nine pages left blank for this purpose.
General	GC-05	Potential impacts to wildlife from launches is discussed in Section 4.2 of the EIS, while potential impacts to Cumberland Island are addressed throughout the document in various sections as applicable.
General	GC-06	The Camden County website is independent of the FAA and the EIS; the EIS accurately depicts the affected environment.
General	GC-07	Security concerns are addressed in Section 2.1.2.5 and Appendix B of the EIS. Impacts of light pollution on endangered sea turtles and marine mammals are addressed in the EIS's Section 4.2 and Appendix A (see the USFWS consultation). Impacts of noise and concussion are addressed in Section 4.11 of the EIS. Additional information regarding launch debris and potential impacts of fuel contamination on marshlands has been added to Section 4.2 of the EIS.
General	GC-08	Please see Sections 4.11, 4.1, and 4.7, respectively. Additional information on marshlands has been added to Section 4.2.
General	GC-09	The Final EIS has been revised to incorporate all applicable public and agency comments as reflected in the Response to Comments included in Appendix A of the EIS.
General	GC-10	The subsequent comments beginning here and through Page 15 (Summary) and associated responses are the same as submitted by USDOI on 10 May 2018 and are covered under Submittal ID A0004.
General	GC-11	Freedom of Information Act requests are outside the scope of the NEPA process. Comments from the public are accepted throughout the NEPA process, including following signature of the Record of Decision.
General	GC-12	Equivalent level of safety (ELOS) findings are granted when literal compliance with a certification regulation cannot be shown and compensating factors exist which can provide an ELOS (see 14 CFR § 21.21(b)(1)). Compensating factors are normally any design changes, limitations, or equipment imposed that will facilitate granting the equivalency. An issue paper documents the evolution and conclusion of the request for an ELOS finding.
General	GC-13	Impacts of vibration from rocket launches, landings and testing on sensitive species is discussed in Section 4.2 and the ESA Section 7 consultation included in Appendix A of the EIS. Potential impact of disturbance of the launch site in relationship to existing and future contaminants is addressed in Section 4.7 of the EIS. Impacts to marshlands has been added to Section 4.2 of the EIS.
General	GC-14	According to Camden County, there is a current option agreement for the Union Carbide Corporation property and negotiations with Union Carbide Corporation and Bayer CropScience are ongoing.
General	GC-15	According to Camden County, Union Carbide would retain title to the RCRA landfill and the buffer area around the landfill. In the unlikely event that UCC determined it would be unable to carry out its responsibilities for the RCRA landfill, the U.S. government would resolve that circumstance through the normal channels, such as bankruptcy proceedings and seeking a trustee to assume those responsibilities.

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Area	Comment Response ID	FAA Response
		<p>Camden County would acquire the remainder of the former UCC industrial property, which would be carved-out from the RCRA landfill portion of the property prior to transfer to Camden County. This carved-out area acquired by Camden County would receive a No Further Action signoff from the GDNR EPD prior to acquisition by Camden County.</p> <p>In addition, Camden County intends to take advantage of other potential measures to mitigate any potential liability under Federal and state law by conducting “all appropriate inquiries” pre-transfer and taking “reasonable steps” and “appropriate care” post-transfer in order to qualify for bona fide prospective purchaser status under the Comprehensive Environmental Response, Compensation and Liability Act (“CERCLA”). These actions, coupled with the pollution legal liability insurance policy that Camden County plans to purchase, should minimize any liability and risk that it might otherwise encounter for residual, pre-existing environmental conditions.</p>
General	GC-16	<p>According to Camden County, Union Carbide Corporation continues to work cooperatively with the County to modify certain institutional controls currently in place for the property, including modification of the Environmental Covenant prohibiting the use of groundwater. The County plans to modify the Environmental Covenant to allow use of groundwater from the deeper aquifer. Camden County anticipates resolution to this issue prior to the beginning of operations at the Spaceport Camden site. Groundwater from the surficial aquifer will remain restricted for any use.</p>
General	GC-17	<p>According to Camden County, the environmental professionals who are assisting Camden County with this transaction have negotiated many environmental insurance policies. There are a number of experienced insurance companies who offer competitive products at reasonable prices and terms. The Camden County team will negotiate a final insurance product that is cost-effective and on reasonable terms that are protective of the interests of the citizens of Camden County.</p>
General	GC-18	<p>According to Camden County, Union Carbide Corporation does not anticipate that any responsibilities under the current Hazardous Waste Permit would transfer from Union Carbide to Camden County in any sale of the property. This is noted in Union Carbide Corporation’s January 2019 response to Camden County’s inquiry. The County would be required to acquire its own permit specific to the spaceport; this is reflected in the Section 4.7 of the EIS.</p>
General	GC-19	<p>FAA appreciates your comment.</p>
HazWaste	HW-01	<p>Disturbance of previously contaminated areas is addressed in Section 4.7 of the EIS. No significant adverse impacts have been identified as a result of analysis. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS.</p>
HazWaste	HW-02	<p>Section 4.7.1.2 of the EIS discusses the hazardous materials management procedures associated with materials storage and associated requirements.</p>
HazWaste	HW-04	<p>As discussed in Section 4.7.1.2, any hazardous waste generated from spaceport operations would be managed in accordance with Georgia Environmental Protection Division requirements. Additionally, contaminated sites would be managed in coordination with the Georgia Environmental Protection Division. The County would be responsible for soil and groundwater investigations/management of any contaminated materials that are above Georgia risk reduction standards in accordance with State of Georgia requirements.</p>

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Area	Comment Response ID	FAA Response
HazWaste	HW-05	Noise analyses determined that that vibration levels from launches at the landfill site would be equivalent to those produced by a passing truck. Vibrations at this level would not be anticipated to contribute to the migration of contaminants in the soil. This is reflected in Section 4.7.1.2 of the EIS. Regardless, as presented in Section 2.1.1.2, engineering controls would be implemented to provide sound and vibration suppression during an actual launch.
HazWaste	HW-06	As presented Section 4.7.1.1, appropriate measures would be implemented to ensure hazardous materials are handled, stored, and used in compliance with Federal, State, and local regulations. Additionally, specific materials /spill management plans would be developed for storing, handling, and transporting hazardous materials (in addition to responding to onsite spills); consequently, no significant adverse impacts would be anticipated. Management plans are identified as required if the Proposed Action is implemented, but development of such plans is not required at this time and is outside the scope of the EIS.
HazWaste	HW-07	As discussed in Section 4.7.1.1, any existing contamination would be investigated and managed in coordination with the Georgia Environmental Protection Division. The County would be responsible for soil and groundwater investigations/management of any contaminated materials that are above Georgia risk reduction standards in accordance with State of Georgia requirements.
HazWaste	HW-08	As discussed in Section 4.7.1.1, potentially contaminated sites would likely be managed under the Georgia Brownfields Program for industrially contaminated sites. In this case, the new owner (Camden County) would be responsible for soil and groundwater investigations and management of soil and source material in accordance with State of Georgia requirements.
HazWaste	HW-09	The existing permit would be renewed as needed in coordination with Georgia Environmental Protection Division.
HazWaste	HW-10	Activities on the site would be conducted in coordination with the Georgia Environmental Protection Division to ensure that no significant environmental impacts would occur. This includes any activity that would have an impact on the existing facility permit. A Phase I assessment would be required as part of any land transaction.
HazWaste	HW-11	Section 4.7 has been revised to state that “All subsequent activities on the site would be conducted in coordination with all affected landowners.”
HazWaste	HW-12	Section 4.7 has been revised to discuss what type and volume of materials can be expected to be discharged from rockets.
HazWaste	HW-13	As discussed in Section 4.7.1, comprehensive spill and facility response plans would be developed and implemented in accordance with site-specific conditions (types and quantities of hazardous materials stored, storage locations, permits, required response actions, required emergency equipment/services, agency notification requirements, spill cleanup procedures, etc.). Liquid fuels would be handled/stored in compliance with 14 CFR Section 420.67 to minimize any potential dangers. Also, containment areas surrounding the fuel storage tanks would be designed to ensure adequate containment or catchment of fuel so that tidal resources would not be impacted by a fuel spill (in accordance with Georgia Environmental Protection Division O.C.G.A. 12-8-60, Hazardous Waste Management Act). Finally, Spaceport Camden would coordinate with, and obtain approval from, the State Fire Marshall regarding the onsite storage of any flammable materials.

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Area	Comment Response ID	FAA Response
HazWaste	HW-14	Potential cleanup costs would be based on specific site conditions as determined by the site investigations. The costs of potential remediation cannot be estimated at this time and are outside the scope of the EIS.
HazWaste	HW-15	EIS Sections 3.7.3 and 4.7 have been revised to include a discussion of the restrictive covenant with Georgia Environmental Protection Division, to include coordinating actions that would be required between Spaceport Camden and Georgia Environmental Protection Division with regards to any potential impacts on the restrictive covenant.
HazWaste	HW-16	As discussed in Section 4.7.1, the referenced sites (e.g., SWMU 6) have been investigated and have been found to require no further action (see Section 3.7.3). However, if any evidence of potential contamination is encountered during construction (stained/discolored soil, odors, sheen on groundwater, etc.), all work would cease and the Spaceport Camden management and/or the Georgia Environmental Protection Division would be immediately notified. Regardless, all work on or near these areas would be coordinated with these same agencies.
HazWaste	HW-17	Section 4.7.1.1 states that releases could occur during construction activities. The EIS was also revised to state that routine spaceport operations could result in minor or major leaks, spills, and inadvertent releases of fuel and other contaminants into the soil and ground water.
HazWaste	HW-18	As stated in 4.7.1.1, potentially contaminated sites would likely be managed under the Georgia Brownfields Program for development of industrially contaminated sites; however, the ultimate mechanism for managing these sites would be developed in coordination between Spaceport Camden and the Georgia Environmental Protection Division. The EIS has been revised to include this last statement.
HazWaste	HW-19	As discussed in Section 4.7.1, comprehensive spill and facility response plans would be developed and implemented in accordance with site-specific conditions (types and quantities of hazardous materials stored, storage locations, permits, required response actions, required emergency equipment/services, agency notification requirements, spill cleanup procedures, etc.). All response actions would be coordinated with State and local emergency services, the State Fire Marshall, and Georgia Environmental Protection Division as required. The EIS has been revised to provide additional information on proposed emergency response procedures. A Spill Prevention Plan and Hazardous Waste Management Plan would be developed prior to construction and operation, but are not required elements of the EIS.
HazWaste	HW-20	Section 4.7.1.2 has been revised to provide additional information related to chemical byproducts of launches and their anticipated impacts.
HazWaste	HW-21	Table 4.7-3 in Section 4.7.1.2 list special fuels that would be used. The section also includes management procedures that would be utilized for the safe transport, handling, and storage of these fuels. As stated in the EIS, hypergolic fuels are proposed as potential propellant for payloads only and not as a launch vehicle propellant; therefore, they would not produce exhaust products.
HazWaste	HW-22	Section 4.7.1.2 describes procedures that would be implemented to mitigate any risk from the presence of chemical or explosive materials that may be present at the site. A CAP is associated with the current contaminated sites and associated

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Area	Comment Response ID	FAA Response
		cleanup activities and is not within the scope of the EIS. Other such plans are identified as required if the Proposed Action is implemented, but development of such plans is not required at this time and is outside the scope of the EIS.
HazWaste	HW-23	The text on the Draft EIS's page 4-40, line 14, "tidal resources would not be impacted..." has been revised to "people and natural resources would not be impacted...." (Final EIS page 4-46, line 17).
HazWaste	HW-24	As stated in Section 4.7.1.1, the land acquisition process (due diligence) would require completion of a Phase I Environmental Site Assessment to document environmental conditions at the Spaceport Camden site. Based on the Phase I results, additional investigations may be initiated to better characterize areas where potential contamination may be present.
HazWaste	HW-25	The text in the EIS has been revised as appropriate per the comment. However, some aspects of suggested revisions are superseded by information provided by GPD and language from the EPD permit and covenant(s).
HazWaste	HW-26	Potential impacts and associated responses to launch failures (see Section 2.1.2.7 of the EIS) are discussed in Section 4.7.1.3.
HazWaste	HW-27	Section 4.7.1.3 states that "The specific recovery activities following accidents would be specified in emergency response plans, the Launch Site Operator License, and Spaceport Camden standard operating procedures.
HazWaste	HW-28	Sections 3.7 and 4.7 have been revised to include additional information regarding landfill-specific conditions.
HazWaste	HW-29	According to Camden County, purchase of the Bayer CropScience property is not speculative. The only structure proposed for construction on the Bayer CropScience property is the Alternate Control Center and Visitor Center. Additionally, existing roads and wells would be used. There is no plan currently to refurbish the dock on the property for use in the future. According to the County, the site investigation of the Bayer site conducted in connection with the County's prospective purchase of the property indicates that the locations of the existing and proposed infrastructure are not likely to be contaminated. Environmental review under NEPA by FAA will be required for any proposed modifications to the Launch Site Operator license or any future Launch License application.
HazWaste	HW-30	As discussed in Section 3.7.3, "the ROI for hazardous materials, solid waste, and pollution prevention includes the existing contaminated sites at the proposed project site or in the immediate vicinity of a project site (i.e., adjacent to) and local disposal capacity for solid and hazardous wastes generated from the Proposed Action or alternatives."
HazWaste	HW-31	Section 4.7 of the EIS has been revised to include additional information regarding emergency response and management actions related to chemical releases due to a launch failure (see Section 2.1.2.7 of the EIS).
HazWaste	HW-32	Section 4.7 presents information related to estimated waste quantities generated from construction and routine operations, as well as information on how these wastes would be managed.
HazWaste	HW-33	Sections 3.7.2 and 4.7 have been revised to more clearly describe the Georgia Brownfields Program in relation to the existing facility RCRA permit.

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Area	Comment Response ID	FAA Response
HazWaste	HW-34	As discussed in Section 2.1.2.7, debris from a failure at the launch/landing pads would be expected to be confined to the launch site. Section 4.7.1.3 discusses measures to minimize the risk of accidents. This would include siting hazardous materials storage tanks outside the danger Limited Access Area (described in Section 2.1.2.5 of the EIS) around the launch/landing pads. The EIS has been revised to include additional information on such siting criteria.
HazWaste	HW-35	Section 3.7 has been revised to include the latest information regarding Georgia Environmental Protection Division's determination.
HazWaste	HW-36	Section 3.7 has been revised based on information provided by GDNR EPD: Monitoring of the closed landfill will continue until the GDNR EPD determines that the site is no longer subject to the post-closure and corrective action program requirement under permit.
HazWaste	HW-37	Section 4.7.1.1 discusses management measures associated historical areas of contamination, as well as proposed road improvements, mitigations, and post-construction practices in these areas.
HazWaste	HW-38	The timeline regarding the purchase of the property as well as cleanup will be determined by Camden County in coordination with Georgia Environmental Protection Division, as necessary.
HazWaste	HW-39	Section 3.7 has been revised include the latest information regarding the status of the site (i.e., Georgia Environmental Protection Division letter dated 2/1/18).
HazWaste	HW-40	All documents referenced in the EIS will be publicly available to the extent required by NEPA, the CEQ Regulations, and the Freedom of Information Act.
HazWaste	HW-41	Section 3.7 has been revised include the latest information regarding the status of the site (i.e., Georgia Environmental Protection Division letter dated 2/1/18).
HazWaste	HW-42	Site investigations to determine the presence of hazardous contaminants will begin after Camden County were to purchase the Bayer CropScience property or reach an agreement to build on the Bayer CropScience property and before any ground disturbing activities. The only structure proposed for construction on the Bayer CropScience property is the Alternate Control Center and Visitor Center. Additionally, existing roads and wells would be used. There is no plan currently to refurbish the dock on the property for use in the future. According to Camden County, the site investigation of the Bayer site conducted in connection with the County's prospective purchase of the property indicates that the locations of the existing and proposed infrastructure are not likely to be contaminated. Environmental review under NEPA by FAA will be required for any proposed modifications to the Launch Site Operator license or any future Launch License application.
HazWaste	HW-43	Proposed hazardous materials and the anticipated storage quantities are summarized in Tables 4.7-1 and 4.7-3. Solvents on site would comprise materials such as paint thinners and isopropyl alcohol.
HazWaste	HW-44	Emergency response would be accomplished with a combination of Spaceport resources for first response, as well as State and County officials and fire departments. Sections 3.7 and 4.7 have been revised to better describe emergency response resources and responsibilities.

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Area	Comment Response ID	FAA Response
HazWaste	HW-45	Sections 3.7 and 4.7 have been revised to include additional information regarding the GA Brownfields Program and the site's eligibility regarding this program in lieu of the existing RCRA permit and its requirements.
HazWaste	HW-46	Sections 3.7 and 4.7 have been revised to include a discussion of required plans/actions (i.e., need for characterization) for the management of potentially contaminated soils at the site.
HazWaste	HW-47	Yes, specific pollution prevention measures are discussed in Section 4.7.1.1, under Headings Hazardous Materials and Hazardous and Solid Wastes.
HazWaste	HW-48	As discussed in Section 4.7.1.1 (MEC Sites), various measures would be implemented to minimize impacts from MECs, to include conducting comprehensive surveys by a qualified unexploded ordnance disposal contractor. All work would be conducted in accordance with applicable OSHA requirements.
HazWaste	HW-49	Potentially impacted contaminated sites would be investigated as part of the development process to evaluate the extent of contamination present. It is outside the scope of the EIS to address specific cleanup remedies, the associated costs, or the preliminary schedule for cleanup.
HazWaste	HW-50	At this time, the schedule or scope of an updated Phase I ESA assessment is not known. A previous Phase I ESA dated 4 January 2013 was prepared by Tetra Tech, Inc. (Jacksonville, FL) for the Camden County Joint Development Authority.
HazWaste	HW-51	A previous Phase I ESA dated 4 January 2013 was prepared by Tetra Tech, Inc. (Jacksonville, FL) for the Camden County Joint Development Authority. The Recognized Environmental Conditions (RECs) identified include the various Solid Waste Management Units (1-7), as well as other previously identified potentially contaminated sites. The Phase I recommended further records research and interviews with Site owner representatives and pertinent government officials to evaluate whether the NFA designations granted by the Georgia Environmental Protection Division for SWMUs 2 through 7 were conditional and involved land use controls. No other recommendations were included. A Phase II has not been conducted.
HazWaste	HW-52	It is outside the scope of the EIS to address mechanisms regarding future environmental liability for investigations and cleanup. Camden County has not provided information regarding any listing of areas to be investigated and/or remediated.
HazWaste	HW-53	Proposed construction operational activities would be designed to avoid impacts to any existing remediation-related infrastructure, including any remedial systems or wells.
HazWaste	HW-54	Section 4.7 of the EIS has been revised to include information on the contaminant plume associated with the landfill and to discuss associated potential impacts from proposed activities on the plume.
HazWaste	HW-55	Section 4.7 of the EIS has been revised to include information regarding potential impacts of a launch failure (see Section 2.1.2.7 of the EIS) on the existing landfill.
HazWaste	HW-56	Section 4.7 of the EIS has been revised to include additional information regarding disposal options for hazardous waste generated from spaceport operations.
Land Use	LU-01	The text in the EIS has been revised as suggested in the comment. However, based on revisions to the Proposed Action and Alternatives as identified in Chapters 1 and 2 of the EIS portions of this comment are no longer applicable.

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Area	Comment Response ID	FAA Response
Land Use	LU-02	Based on the variables involved in the operations of rocket systems, it is not possible to arrive at more realistic estimate of the launch schedule.
Land Use	LU-03	The EIS has been revised to include additional information regarding potential impacts to affected residents with respect to access. However, portions of this comment are no longer applicable based on revisions to the Proposed Action and Alternatives as identified in Chapters 1 and 2 of the EIS. No evacuations are anticipated or planned.
Land Use	LU-04	Section 4.9 presents potential environmental impacts to land use. It would be beyond the scope of the EIS to include a complete survey of all residences/structures within the ROI.
Land Use	LU-05	Sections 3.9 and 4.9 have been revised to include additional information regarding Little Cumberland Island and potential impacts to Land Use. To clarify, residents and permitted overnight campers will not be restricted from accessing closed areas; this includes using a boat for transportation to their property/campsite. Also, portions of this comment are no longer applicable based on revisions to the Proposed Action and Alternatives as identified in Chapters 1 and 2 of the EIS.
Land Use	LU-06	<p>Section 4.9 has been revised to address Naval Submarine Base Kings Bay. There are no expected impacts to Naval Submarine Base Kings Bay. Additionally, the US Navy is a coordinating agency for this action, and representatives from this military installation have participated in the review and consultation of the EIS throughout its development. Please note the following:</p> <ul style="list-style-type: none"> - Neither the Limited Access Area nor the OEZ (described in Section 2.1.2.5 of the EIS) infringe on the base - Closures and restrictions would be coordinated with the base to avoid conflicts. - There are no security issues. The location of the spaceport site is too far to impact the Base's security and the revisions to the Proposed Action and Alternatives as identified in Chapters 1 and 2 (to a small launch vehicle) pose little concern outside the spaceport footprint. - There will be no impacts to security from aerial surveillance; aerial surveys for safety will be coordinated with the US Navy and conducted by government personnel (i.e., coast guard, sheriff's department, etc.).
Land Use	LU-07	The number of structures identified in the document has been made consistent using the latest-available data.
Land Use	LU-09	The EIS has been revised to further describe short-term, recurring, and long-term impacts of spaceport operations.
Land Use	LU-10	The EIS has been revised to further describe impacts of spaceport operations on Floyd Creek and the Southeast Coast Saltwater Paddling Trail.
Land Use	LU-11	As discussed in Section 2.1.2.5, a Security Plan, developed by Camden County in cooperation with the launch operator, would outline a process (e.g., the establishment of closure areas) to prevent the public and other unauthorized personnel from accessing the area during hazardous operations in accordance with 14 CFR Parts 417 and 420. The Plan would also define the process for ensuring that only authorized persons are permitted access to secured areas.
Land Use	LU-12	Cumulative impacts related to land use have been revised to address comments.

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Area	Comment Response ID	FAA Response
Land Use	LU-13	Sections 3.9 and 4.9 have been revised to include additional information regarding Cumberland Island and Little Cumberland Island and potential impacts to Land Use.
Land Use	LU-14	Impacts to landowners and Cumberland Island National Seashore visitors are addressed throughout the EIS.
Licensing	LC-01	This is considered outside the scope of FAA Office of Commercial Space Transportation's purview and is the responsibility of local government. Early in the pre-application process the FAA informs applicants of what the regulations require so that the applicants can make their own informed decisions regarding their means for undertaking and completing the process of applying for a license and their associated timelines.
Licensing	LC-02	<p>While it is true that an Overflight Exclusion Zone (OEZ) (described in Section 2.1.2.5 of the EIS) must not contain members of the public during a launch, it is not necessarily true that Camden County would not be able to demonstrate compliance with the regulation. An applicant can demonstrate compliance with 420.23(a)(2) through the use of an alternate approach to that of 420(c)(2) that will demonstrate an equivalent level of safety. The FAA defines an equivalent level of safety as "an approximately equal level of safety that may be determined by qualitative or quantitative means." [Federal Register, Vol. 70, No. 39, March 1, 2005, pg. 9886] In many cases, applicants successfully demonstrate an equivalent level of safety by applying more rigorous analysis methodologies in their risk calculations than those presented in the regulations or using available data in place of conservative estimates. Generally, when an applicant uses a conservative method and conservative data to demonstrate compliance, their results represent an overestimate of the risk. They could take this approach if they do not have more specific data, or if they do not wish to expend the time and resources to attempt another approach and an overestimate still meets the required limit. In applying more specific methods and data, an applicant can obtain results that are different but still valid since they are more precise.</p> <p>This is the case with part 420. When the final rule to part 420 was published in 2000, it described the analysis methodology used in the rule as intentionally "simplistic and conservative." It further stated "the actual risks will be less than that estimated by the methodologies provided." [Federal Register, Vol. 65, No. 203, October 19, 2000, pg. 62827]. Through this approach, the FAA provides a means to demonstrate compliance for a site applicant that does not have the necessary input data to facilitate a more rigorous risk analysis. Accordingly, the results are likely to represent an overestimate of the risk. However, if an applicant does have access to additional data, the regulations allow them to provide an analysis using more data-intensive methods that produces a less conservative and more precise result. The FAA will evaluate such an analysis to determine if the data is valid and accurate, and if the method is applied consistently and in a manner that represents scientific principles.</p>
Licensing	LC-03	As part of the evaluation process, the Launch Site Operator License application goes through a Policy Review, which includes coordination with the DoD. In addition, any potential damage to the public or government assets from a rocket launch, would be included in the Maximum Probable Loss analysis.
Licensing	LC-04	The applicant is required to meet the requirements in 14 CFR Part 420 for a Launch Site Operator License. The regulation was released for public comment. Camden County is required to meet the publicly reviewed regulation and the FAA reviews

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		the analysis to ensure the analysis is correct. FAA will not make a positive license determination unless all regulations in part 420 are met.
Licensing	LC-05	The FAA will ensure that Camden County has the means to conduct their proposed procedures for meeting FAA safety requirements. An agreement between the launch operator and LCI residents is not a requirement of part 420.
Licensing	LC-06	The requirements for MPL are published in part 440 and that the FAA publishes MPL values on its website.
Licensing	LC-07	The FAA will not make a positive license determination for an application that does not demonstrate compliance with part 420.
Licensing	LC-08	The FAA will not make a positive license determination for an application that does not demonstrate compliance with part 420.
Licensing	LC-09	The FAA will ensure that Camden County has the means to conduct their proposed procedures for meeting FAA safety requirements. An agreement between the launch operator and LCI residents is not a requirement of part 420.
Licensing	LC-10	Thank you for your comment.
Licensing	LC-11	A launch site would include the land area operated by a launch site operator as its launch site. This area must be in the possession, ownership or control of a launch site operator. Therefore, a launch site operator would be required to demonstrate how it will comply with the launch site operator's responsibility requirements of Subpart D of 14 CFR part 420. In particular, a licensee must show how it proposes to control public access pursuant to section § 420.53, comply with the scheduling requirements of section § 420.55, comply with explosive siting requirements of § 420.63-70, and comply with the lightning protection requirements of § 420.63-70. Camden Spaceport meets the requirements of § 420.21(a) and § 420.21(c) on the condition that the Spaceport can prevent public incursion to waterways and some corporate-owned land around the launch site. In an email dated November 6 2019, Camden agreed to amend their application to modify the spaceport boundary to be the upland property boundary, as depicted in the applicant's submittal of Figure 2 of Attachment 6, Explosive Siting Analysis. The applicant also stated that all of the application sections (e.g., Site Access or Explosive Siting) were written from the position of the County's ownership and control of the property. The County indicated they would implement their control of public access plan to prevent public incursion to satisfy § 420.21(a). The County has indicated that it will purchase additional property upon licensing and that it would implement its control of public access plan to prevent public incursion to satisfy § 420.21(a).
Licensing	LC-12	The NEPA analysis for the Launch Site Operator License is intended to be a conservative analysis. Camden County does not have a commitment from a launch operator at this time; the applicant is using a conceptual vehicle for the analyses in this EIS. In addition, the FAA is basing the EIS analyses on assumptions provided by the applicant regarding conceptual project components. Using these components, the FAA is conservatively assessing the potential environmental impacts of launch vehicle operations at Spaceport Camden. The FAA is not approving these conceptual components as part of the Proposed Action. Instead, it defines the scope (or bounds) of the analysis. Once a prospective launch operator applies for a license to

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Area	Comment Response ID	FAA Response
		operate a launch vehicle at Spaceport Camden, a separate environmental document would be required to support the issuance of a launch license to a prospective launch operator, which would include vehicle information from the operator.
Licensing	LC-13	A launch site operator is required to comply with FAA regulations. The issuance of a license does not relieve an operator of any other regulations or statute.
Licensing	LC-14	This is considered outside the scope of FAA Office of Commercial Space Transportation's purview and is the responsibility of local government. Early in the pre-application process the FAA informs applicants of what the regulations require so that the applicants can make their own informed decisions regarding their means for undertaking and completing the process of applying for a license and their associated timelines.
Licensing	LC-15	<p>While it is true that an Overflight Exclusion Zone (OEZ) (described in Section 2.1.2.5 of the EIS) must not contain members of the public during a launch, it is not necessarily true that Camden County would not be able to demonstrate compliance with the regulation. An applicant can demonstrate compliance with 420.23(a)(2) through the use of an alternate approach to that of 420(c)(2) that will demonstrate an equivalent level of safety. The FAA defines an equivalent level of safety as "an approximately equal level of safety that may be determined by qualitative or quantitative means." [Federal Register, Vol. 70, No. 39, March 1, 2005, pg. 9886] In many cases, applicants successfully demonstrate an equivalent level of safety by applying more rigorous analysis methodologies in their risk calculations than those presented in the regulations or using available data in place of conservative estimates. Generally, when an applicant uses a conservative method and conservative data to demonstrate compliance, their results represent an overestimate of the risk. They could take this approach if they do not have more specific data, or if they do not wish to expend the time and resources to attempt another approach and an overestimate still meets the required limit. In applying more specific methods and data, an applicant can obtain results that are different but still valid since they are more precise.</p> <p>This is the case with part 420. When the final rule to part 420 was published in 2000, it described the analysis methodology used in the rule as intentionally "simplistic and conservative." It further stated "the actual risks will be less than that estimated by the methodologies provided." [Federal Register, Vol. 65, No. 203, October 19, 2000, pg. 62827]. Through this approach, the FAA provides a means to demonstrate compliance for a site applicant that does not have the necessary input data to facilitate a more rigorous risk analysis. Accordingly, the results are likely to represent an overestimate of the risk. However, if an applicant does have access to additional data, the regulations allow them to provide an analysis using more data-intensive methods that produces a less conservative and more precise result. The FAA will evaluate such an analysis to determine if the data is valid and accurate, and if the method is applied consistently and in a manner that represents scientific principles.</p>
Mitigation	MT-01	Where there is sufficient distance to do so, vegetated upland buffers between the proposed developed areas and wetlands, generally 75 feet or more, will be incorporated into the site design plans. The 75-foot buffer has been incorporated into the EIS as a development mitigation in both Sections 4.2, 4.14, and Chapter 6.
Mitigation	MT-02	The term "mitigation" and "mitigated" is used in the EIS within the proper context as defined in 40 CFR 1508.20.

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Area	Comment Response ID	FAA Response
Mitigation	MT-03	All applicable mitigations, which the proponent would be required to implement, are included in Chapter 6 of the EIS, will be identified in any Record of Decision, and will be addressed in a subsequent Mitigation Plan (see 40 CFR 1502.2). The County will be the responsible party for implementing all required mitigations, as well as associated monitoring activities. Any applicable monitoring and survey protocols and restoration methodologies would be developed as part of the Mitigation Plan, utilizing standard practices as well as inputs from associated regulatory agencies as described in Chapter 6 of the EIS.
Mitigation	MT-04	The BMPs associated with Official Code of Georgia Annotated (O.C.G.A.) 12-5-230 et seq. (Shore Protection Act) associated with beach driving as described in the comments have been enumerated in the EIS in Section 2.1.2.5, and Chapter 6, and have been identified as required to be included in future individual security plans.
Mitigation	MT-05	The EIS describes throughout how mitigations would serve to avoid, minimize, or offset identified potential adverse impacts. These include all mitigations/conditions as developed via coordination with regulatory agencies, with the final decision on mitigations to be implemented identified in the ROD. FAA will continue to work with the GDNR to identify additional mitigations throughout the NEPA and planning process.
Mitigation	MT-06	Any required restoration or mitigation activities would need to be coordinated with applicable regulatory agencies (e.g., GDNR EPD, USEPA, etc.) depending on the scope of the incident. At this time it would be speculative to determine the extent of any restoration activities resulting from a potential mishap given the variables in mission parameters and associated mishaps that could occur.
Mitigation	MT-07	Firefighting contingencies are launch specific and are coordinated as part of the Comprehensive Launch Planning process. As part of the Spaceport Camden Launch Site Operator License Application, the County submitted a Fire Mitigation Plan that was developed in accordance with the FEMA National Incident Management System (i.e., NIMS), Third Edition, dated October 2017 (FEMA, 2017). As stated in the Fire Mitigation Plan, the Camden County Fire Rescue Department and law enforcement will utilize marine landing craft that will ensure uninterrupted ingress/egress to Little Cumberland Island, day and night in support of all first responders, to include the Georgia Forestry Commission. Additional investments in restoring the existing water buffalo (i.e., a type of portable water tank) to an operational status and adding a new water buffalo, with all-terrain vehicle deployment capability for use by the Georgia Forestry Commission, or Camden County Fire Rescue, emergency medical services, and/or law enforcement will ensure a timely response onto Little Cumberland Island in support of all-hazards threats (e.g., fire, medical, evacuation, search and rescue).
Mitigation	MT-08	Firefighting contingencies are launch specific and are coordinated as part of the Comprehensive Launch Planning process. As part of Spaceport Camden's Launch Site Operator License Application, the Applicant submitted a Fire Mitigation Plan that was developed in accordance with the Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA), National Incident Management System (NIMS), Third Edition, dated October 2017. As stated in the Fire Mitigation Plan, Camden County Fire/Rescue and Law Enforcement will utilize marine landing craft that will ensure uninterrupted ingress/egress to Little Cumberland Island, day and night in support of all First Responders, to include the GFC. Additional investments in restoring the existing water buffalo to an operational status and adding a new water buffalo, with ATV

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Area	Comment Response ID	FAA Response
		deployment capability for use by GFC, or Camden County Fire, EMS and or Law Enforcement will ensure a timely response onto Little Cumberland Island in support of all-hazards threats, e.g., fire, medical, evacuation, search and rescue.
Mitigation	MT-09	FAA would work with individual launch license applicants to ensure tidal conditions are taken into consideration when scheduling launches from Spaceport Camden.
Mitigation	MT-10	Environmental Management System, Hazardous Materials Emergency Response Plan, and an updated Institutional Control Plan (ICP) for the hazardous materials have been identified as suggested operational controls.
Mitigation	MT-11	Noise and vibration impacts are expected to be minimal due to the infrequent occurrence and short duration of launches and the distance between the launch site and receptors, as explained in the EIS. Operational measures, such as the use of a water deluge system, will be implemented to minimize impacts. To help address concerns regarding noise and vibration impacts, a noise monitoring program has been identified as a mitigation measure. In addition, measures were identified through the Section 106 consultation process to mitigate vibration impacts on historic properties and during the Section 7 consultation process to minimize impacts to wildlife.
Mitigation	MT-12	As stated in Section 6.2, please see the USFWS ESA Section 7 consultation (Biological Assessment) and NMFS consultation located in Appendix A of the EIS for the full list of mitigations. Rather than repeat them and extend the length of the EIS, the Section 7 consultation was incorporated by reference and included along with the EIS. Additionally, the details of such plans as the "Artificial Lighting Management Plan," as stated would be developed in coordination with the identified agencies because such details and site design plans are unavailable at this time. The discussion of such plans does include the types of things that should be addressed (see Section 6.13), but the exact details regarding how these specifics are addressed or implemented is not yet ripe for discussion and would be determined through coordination with the appropriate stakeholders, as indicated in the EIS.
Mitigation	MT-13	Unless identified in relevant sections, environmental management plans and permits are not "mitigations" in the NEPA sense, but standard operational controls/practices (SOPs) that are typical of operations and/or required by law to be implemented as part of construction activities or operations. In many cases these SOPs and permits do serve to minimize impacts, but are inherent in the Proposed Action (i.e., part of the Proposed Action) and serve to inform the analysis. As example, if a NPDES permit is required for construction over an acre, and is therefore inherent in the Proposed Action (that is, the Proposed Action cannot occur without the permit), the typical BMPS/requirements of a NPDES permit inform the analysis, and if any additional impacts are identified over and above implementation of NPDES permit requirements then mitigations are identified to avoid or minimize identified impacts. Therefore, the permits and SOPs are not called out separately as mitigations. All required permits are identified in Section 1.4.2. However, for clarity, this distinction has been added to the Chapter 4 and Chapter 6 introductions.
Mitigation	MT-14	Jekyll Island is located outside of the range safety criteria's impact limit lines, so it is unlikely any debris impacts or noise and vibration impacts would occur there. Therefore, Jekyll Island is not an area that would require mitigation for the Proposed Action.

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Area	Comment Response ID	FAA Response
		<p>According to Camden County, the County will explore the development of a contingency fund for repairs and restoration of environmental resources not subject to insurance claims for areas that have the potential to be affected. As suggested by the commenter, the contingency fund could be established through a public-private-partnership of a Spaceport Camden authority.</p> <p>Neither construction nor operation of Spaceport Camden is expected to cause a constructive use of parks, wilderness areas, or other resources on Cumberland Island or elsewhere. Noise and lighting impacts on Cumberland Island are very small and do not substantially diminish wilderness experience. Operational noise impacts are expected to be localized, infrequent and of short duration. Proposed lighting structures would not be visible from many locations because they will be blocked by vegetation and other structures. Therefore, the FAA has made a preliminary determination that construction activities would not constitute a constructive use of Section 4(f) properties.</p> <p>At the time when individual launch licenses are applied for, FAA will evaluate the potential for restrictions in access and closures for parks and recreational areas that qualify for protection under Section 4(f) to result in a constructive use of the properties. At this time the FAA has made the preliminary determination that the operations under the Proposed Action would not result in a constructive use of parks, recreation areas, or historic sites.</p>
Mitigation	MT-15	Any requirements for stormwater monitoring would be identified in a facility Storm Water Pollution Plan, as which would be a component of an NPDES Industrial Stormwater Permit required by Clean Water Act Section 402 and administered by GDNR.
Mitigation	MT-16	Notifications to the public would be a component of the Security Plan as identified in Sections 1.4.2 and 2.1.2.5 of the EIS.
Mitigation	MT-17	<p>Mitigation measures have been incorporated into the project design of the Proposed Action to avoid and minimize environmental impacts. Specific examples of how the commenter's suggestions are already addressed are provided below.</p> <ol style="list-style-type: none"> 1) The Proposed Action itself limits the size of launch vehicles. 2) The Proposed Action itself limits the number of launches to 12 per year. 3) Limited Trajectories are discussed in Table 2.3-1. 4) Nighttime launches are already limited to one per year, and the timeframe for such launches has been limited by the USFWS and NMFS consultation requirements (see Section 6.2 of the EIS). 5) Use of non-reflective materials and matching colors to limit visual impacts is already addressed in Section 6.13. 6) Management of hazardous materials and waste would be addressed in a hazardous materials and hazardous waste management plan as indicated in Section 4.7; management of equipment would be part of an overall safety/security plan as indicated in Section 2.1.2.5. 7) Mitigations for wildlife associated with construction and launch activity have already been developed in coordination with NMFS and USFWS as described in the respective consultation documents provided in Appendix A and summarized in Chapter 6. The Applicant will incorporate these mitigation measures into a Comprehensive Species and Habitat Management Plan.

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Area	Comment Response ID	FAA Response
		<p>8) Management of hazardous materials and waste would be addressed in a hazardous materials and hazardous waste management plan as indicated in Section 4.7.</p> <p>9) Impacts to unique farmlands, including aquaculture, are not anticipated. Access to a small area of aquaculture leases within the OEZ (described in Section 2.1.2.5 of the EIS) is expected to be limited during launch operations. This access restriction would not substantially interfere with any aquaculture operations due to the infrequent occurrence and short duration of launch operations, particularly given that launch operations and associated access restrictions will be announced in advance, allowing for advanced planning. Therefore, mitigation is not necessary.</p> <p>10) The proposed design sites facilities on uplands, and critical facilities would be sited so that the storage of flammable and volatile chemicals would be above the 500-year flood zone.</p>
Mitigation	MT-18	Within the Proposed Action, use of any groundwater will be compliant with applicable federal and state laws, and groundwater monitoring will be conducted by the Applicant. According to Camden County, well and groundwater monitoring is already done by Union Carbide and Bayer CropScience and will continue.
Mitigation	MT-19	According to Camden County, contracts will follow the County's standard procurement process which includes an emphasis on producing the best value for the County and its citizens.
Mitigation	MT-20	Weekend and nighttime work may be necessary, especially if Camden County is modifying the construction schedule due to other constraints. Saturday is a common construction work day, and Sunday afternoons are not uncommon if a project is delayed. Contracts will follow Camden County's standard procurement process and will be structured to produce the best value for Camden County and its citizens.
Mitigation	MT-21	Based on revised noise analysis for the small launch vehicle, there is minimal potential for adverse noise and vibration impacts. However, monitoring noise levels using sound level meters during launch and static fire events would allow reconfirmation of predicted noise levels; this has been added to Section 6.11. Should the FAA choose to implement this, it would be identified in the ROD. Information on the damage claims process will be included on the Spaceport Camden website. Damage to structures caused directly by launch operations is covered by MPL insurance.
Mitigation	MT-22	The Launch Site Operator License, if approved, will not allow for more than one nighttime launch per year. Once that quota has been filled in a given operation year, no additional nighttime launches will be allowed.
Mitigation	MT-23	Impacts to wilderness experience are expected to be insubstantial. Noise intrusions will be very infrequent and of short duration; lighting impacts from the few light sources not obscured by vegetation and other features will be minimal; and access to ticketed Cumberland Island National Seashore visitors is not expected to be restricted. According to Camden County, a substantial amount of the Spaceport Camden property will be set aside for conservation. The launch contingency fund also could be structured to provide funding for wilderness management.
Mitigation	MT-24	Spaceport Camden, and any operator launching from Spaceport Camden, would be conducting live monitoring of all launch operations and would be able to contact any emergency response service necessary.

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Area	Comment Response ID	FAA Response
Natural Resources	NR-01	Potential impacts from water use at the site are discussed in Section 4.10 of the EIS. No significant adverse impacts have been identified as a result of analysis. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS.
Natural Resources	NR-02	Text on Draft EIS pages 4-65 and 4-68 has been adjusted in the Final EIS to reflect any calculations or figure adjustments made in Chapter 2 of the EIS. The ocean-landing only alternative has been removed from consideration in the EIS.
Natural Resources	NR-03	Text in the EIS has been revised to indicate that either natural gas or propane would be used as a heating source for construction and operation of the proposed site and associated facilities. Propane quantities listed in Table 4.7-1 and propane usage mentioned on Draft EIS page 4-40 are in reference to fuel for construction equipment and not as a heating source. As stated in Section 4.10.1.2, FAA and Camden County would encourage that all facility construction would be achieved as efficiently as possible, up to and including the incorporation of LEED building principles and certification. While section 2.1.1.7 and Tables 2.1-2 and 2.1-3 include estimates of the footprints and heights of permanent vertical structures under the Proposed Action, the estimation or calculation of propane (or other fuel) quantities required for the heating of each proposed facility described in Section 2.1.1.7 and a cumulative assessment of fuel needs would be beyond the scope of this EIS, as the HVAC systems have yet to be designed and the need for heating in each individual building has yet to be determined (i.e., some structures may not require heating). Such specifications and estimates would likely be included in building plans when a contract is awarded to a builder and plans for facility construction are drafted.
Natural Resources	NR-04	The level of analysis identified by the commenter is beyond the scope of this EIS. The ocean-landing only alternative has been removed from consideration in the EIS.
Natural Resources	NR-05	Sections 2.1.1 and 4.10.1.1 have been modified to include additional information about the distribution system proposed to supply electricity to structures on the proposed site and/or to reflect any changes made to Chapter 2 of the EIS. The proposed distribution system will consist of an extension of the aerial distribution system to areas near the proposed spaceport facilities. The system will transition to underground primary cables which extend to multiple pad mounted transformers located near each building and load center. Reference to 31 million kWh per year in the text in question on 2018 Draft EIS page 2-16, line 28-29 has been removed. The sentence now states (Final EIS, page 2-15): "Power requirements during launch site operation are estimated at a nominal power demand of 6,400 kilovolt amps (kVA) during operation, with a maximum demand of approximately 7,500 kVA. Power requirements during construction would be much less, nominally a little over 500 kVA."
Natural Resources	NR-06	The source document for the text in question is a "Facts and Figures" webpage from Georgia Power (Georgia Power 2016). A section of the website quantifies sources of energy generation and provides percentages for several sources including coal, nuclear, and oil and gas. A footnote to the "other" category is described as "*Other includes biomass, landfill, gas, and solar, when applicable." The source reference misplaced a comma - the text of the EIS has been changed as directed. Text in question has been edited with update to reference (from Georgia Power 2016 to Georgia Power 2019). Updated text does not use text identified in comment.

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Area	Comment Response ID	FAA Response
Natural Resources	NR-07	<p>Section 5.2 lists the projects considered throughout the Cumulative Impact analysis.</p> <p>As the issuer of the launch license and a Federal Agency, FAA would encourage Camden County in the construction of new facilities to follow energy efficient principles outlined in EO 13123 and other guidelines, as well as the utilization of LEED design principles wherever possible. While section 4.10.1.2 indicates that Camden County could follow EO 13123 and employ LEED principles, as non-Federal agency, the County would not be specifically required to do so. Section 4.10.1.2 also indicates that Camden County could employ practices and procedures outlined in Georgia State Executive Order 04.24.08.02 and the Georgia State Minimum Standard Energy Code. This is addressed in Section 4.10.</p>
NEPA	NP-01	A copy of the document was delivered to the Bryan Lang Historical Archives in Woodbine, Georgia as requested on May 1, 2018.
NEPA	NP-02	The use of Camden County tax dollars is a local issue and beyond the scope of EIS analysis for this proposed action.
NEPA	NP-03	An Index was provided in the EIS – it is Chapter 11 of the EIS.
NEPA	NP-04	FAA has coordinated with the U.S. Navy and Kings Bay Submarine Base. Aside from requests to ensure coordination and deconfliction of operations the installation has not expressed any safety concerns, which would be addressed through development of an air and sea space planning and priority system and Security Plan as identified in Section 2.1.2.5 of the EIS. Correspondence from the U.S. Navy is included in Appendix A of the EIS.
NEPA	NP-05	As stated throughout the EIS, issuance of launch licenses would require further FAA environmental review to determine whether the launch parameters fall within the scope of this EIS. Environmental review under NEPA by FAA will be required for any proposed modifications to the Launch Site Operator license or any future Launch License application.
NEPA	NP-06	The survey mentioned was conducted by a third party outside the purview of the FAA and was not a component of the NEPA process.
NEPA	NP-07	NASA and the NPS are cooperating agencies on this project, as stated in Section 1.2.2. All correspondence associated with cooperating agencies is provided in Appendix A of the EIS.
NEPA	NP-08	The GDNR EPD is included in the Chapter 9 distribution list under Georgia Department of Natural Resources.
NEPA	NP-09	The EIS has been revised throughout the document to expand discussion of impacts associated with mishaps.
NEPA	NP-10	Development of the Camden County Strategic Plan, and discussion of the plan's merits, is beyond the scope of the EIS.
NEPA	NP-11	The EIS is written according to CEQ guidelines and FAA requirements, which call for analysis and discussion of impacts based on resource areas.
NEPA	NP-12	A launch operator must demonstrate that a rocket can be safely launched from the site before a launch license is issued – this is different than a launch site operator license, which the County is applying for. As part of the license application the FAA requires launch providers to demonstrate compliance with risk limits as defined in 14 CFR 417.107 (for expendable launch vehicle) 431.35 and 435.35 (for reusable launch vehicles) which limit the risk from launch to an individual to 1×10^{-6} per mission (a one in a million chance). Regardless of the accident probability, FAA launch safety requirements limit risk

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Area	Comment Response ID	FAA Response
		(defined as the expected number of casualties) from all hazards (debris, toxic releases, and blast overpressure) from a launch accident to 1×10^{-4} (a less than one in 10,000 chance) during any launch. Based on past safety performance, the FAA has set a performance goal of zero launch accidents resulting in fatalities, injuries, or significant damage. Over the past 25 years there have been no fatalities, serious injuries or significant property damage to the uninvolved public from commercial space launch activities licensed or permitted and monitored by the FAA (FAA FY 2019 Portfolio of Goals).
NEPA	NP-13	NEPA and implementing regulations do not require a cost benefit analysis or a business plan in an EIS. 40 CFR 1502.23 requires that “If a cost-benefit analysis relevant to the choice among environmentally different alternatives is being considered for the proposed action, it shall be incorporated by reference or appended to the statement as an aid in evaluating the environmental consequences.” An FAA cost/benefit analysis was not conducted and therefore is not included or referenced. Furthermore, “For purposes of complying with the Act, the weighing of the merits and drawbacks of the various alternatives need not be displayed in a monetary cost-benefit analysis and should not be when there are important qualitative considerations. In any event, an environmental impact statement should at least indicate those considerations, including factors not related to environmental quality, which are likely to be relevant and important to a decision.” These considerations are indicated as part of the stated purpose and need in Section 1.3 of the EIS and addressed in Sections 3.12 and 4.12 of the EIS.
NEPA	NP-14	The EIS, specifically Sections 3.2, 4.2, and all other associated supporting sections/appendices have been updated to reflect the status/results of NMFS consultation.
NEPA	NP-15	Leidos has no vested interest in the Spaceport Camden project and would not benefit in any fashion from approval or denial of the Launch Site Operator license. Leidos is performing the NEPA analysis on behalf of the FAA, not Camden County, as a third-party contractor.
NEPA	NP-16	Potential long-term impacts are discussed in Chapter 7 of the EIS.
NEPA	NP-17	Camden County has worked closely with the USCG regarding support for closure and security concerns, which would require specific agreements with the USCG for any support, similar to other spaceports throughout the country. Correspondence with the USCG is provided in Appendix A of the EIS.
NEPA	NP-18	Every attempt was made to address comments/issues raised during the scoping process. Additional information and analyses has been added to the EIS as appropriate to address concerns raised during the Draft EIS public review process.
NEPA	NP-19	The NPS is a cooperating agency on this EIS, as indicated in Section 1.2.2. All correspondence and comments regarding the Proposed Action are provided in Appendix A of the EIS.
NEPA	NP-20	The Organic Act of 1916 was an act signed by Woodrow Wilson that created the National Park Service. The Organic Act of 1916 and the criteria identified in the comment are beyond the scope of the EIS.
NEPA	NP-21	Residents/Homeowners of Little Cumberland Island were provided opportunities for input during both the scoping process, Draft EIS review process, as members of the Environmental Issues Subcommittee as established by Camden County, and via

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Area	Comment Response ID	FAA Response
		several meetings and direct correspondence with members of the FAA. These are all documented in the Administrative Record.
NEPA	NP-22	FAA has not established a significance threshold pertaining to impacts to children's environmental health and safety in FAA Order 1050.1F; however, the FAA has identified a factor to consider when evaluating the context and intensity of potential environmental impacts for children's environmental health and safety. See Exhibit 4-1 of FAA Order 1050.1F, which indicates a potential impact if the action would have the potential to lead to a disproportionate health or safety risk to children. In the case of the Proposed Action, there is little potential for impact to the general public, and any potential impacts identified would not disproportionately affect children as opposed to members of the general public.
NEPA	NP-23	A Finding of No Significant Impact (FONSI) is not issued in conjunction with an EIS. A FONSI is a series of findings that support a conclusion that an EIS is not necessary. The Record of Decision will identify all applicable mitigations, developed through coordination with cooperating and regulatory agencies (See Appendix A) and required to be implemented by the applicant.
NEPA	NP-24	This EIS addresses potential impacts from the Proposed Action associated with site contamination in Section 4.7.
NEPA	NP-25	Georgia EPD has been involved from the initial Notice of Intent to prepare an EIS through agency review of the DEIS. Correspondence with GDNR EPD is provided in Appendix A of the EIS.
NEPA	NP-26	The Bayer property is addressed to the extent that information is available; to note – the only improvements proposed on the Bayer property include an alternate visitors center as well as road improvements on already existing roadways. Potential impacts associated with site contamination are addressed in Section 4.7 of the EIS.
NEPA	NP-27	FAA provided independent internal review of the DEIS prior to publication and reviews all required applicant licensing documentation in accordance with 14 CFR Parts 401, 417, and 420.
NEPA	NP-30	All substantive public comments received on the Draft EIS are included in Appendix A of the EIS.
NEPA	NP-31	Evaluating the adequacy of the Camden County Strategic Plan is not within the scope of this EIS.
NEPA	NP-32	Scoping (40 CFR 1501.7) is an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. NEPA is also a planning tool, wherein during the scoping phase the Proposed Action is refined to better emulate the requirements associated with meeting the stated proponent's purpose and need based on input received during the scoping process. Under 40 CFR 1501.7(c) an agency shall revise the determinations made under 40 CFR 1501.7 if substantial changes are made later in the proposed action, or if significant new circumstances or information arise which bear on the proposal or its impacts. Based on information provided during the scoping process the FAA believes that adequate notice regarding the proposed action and associated potential impacts was sufficient to inform the public. Additionally, the public had full and adequate notice and opportunity to comment on the specified issued during the DEIS comment period. As a result, the FAA determined that a re-initiation of scoping was not warranted.

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Area	Comment Response ID	FAA Response
NEPA	NP-33	All correspondence received from agencies and the public during the scoping period was included in Appendix A of the EIS. To note – comments on the Draft EIS and any agency's input on the potential impacts analyzed in the Draft EIS were not available to be included in the Draft EIS because the Draft EIS had not yet been released for agency/public review. All substantive public comments received on the Draft EIS are included in Appendix A of the EIS.
NEPA	NP-34	A comprehensive analysis of the entire space industry and the viability of Camden County's economic pursuits is outside the scope of the FAA's mandate to analyze the potential impacts of providing Camden County a license to operate a spaceport. Camden County is responsible for conducting its own due diligence associated with economic development within county limits.
NEPA	NP-35	Camden County is continuing to coordinate with GDNR with respect to the Coastal Zone Management Act and associated federal consistency certification. Camden County, the FAA, and GDNR have agreed to a phased concurrence process. Camden County will provide GDNR with information necessary for GDNR to make a reasoned decision on the consistency of the proposed project (see 15 CFR § 930.58(3)(c)). Consistent with the standard LSOL process, several of the referenced plans may not be finalized prior to issuance of the ROD on the LSOL application.
NEPA	NP-36	Camden County is continuing to coordinate with GDNR with respect to the Coastal Zone Management Act and associated federal consistency certification. Camden County, the FAA, and GDNR have agreed to a phased concurrence process. Camden County will provide GDNR with information necessary for GDNR to make a reasoned decision on the consistency of the proposed project (see 15 CFR § 930.58(3)(c)). Consistent with the standard LSOL process, several of the referenced plans may not be finalized prior to issuance of the ROD on the LSOL application.
NEPA	NP-37	Camden County is continuing to coordinate with GDNR with respect to the Coastal Zone Management Act and associated federal consistency certification. Camden County, the FAA, and GDNR have agreed to a phased concurrence process. Camden County will provide GDNR with information necessary for GDNR to make a reasoned decision on the consistency of the proposed project (see 15 CFR § 930.58(3)(c)). Consistent with the standard LSOL process, several of the referenced plans may not be finalized prior to issuance of the ROD on the LSOL application.
NEPA	NP-38	FAA acknowledges that launch failures may occur (see Section 2.1.2.7 of the EIS). As such, additional information regarding potential impacts associated with launch failures has been added throughout the EIS.
NEPA	NP-39	Potential impacts to persons within the operational region of influence are discussed throughout the EIS (Noise, Land Use, Socioeconomics, etc.), as well as in the Health and Safety Appendix (Appendix B).
NEPA	NP-40	Debris fields associated with launch failures (see Section 2.1.2.7 of the EIS) are dependent on a number of factors, including type of vehicle, location of failure, and prevailing weather conditions. Most failures occur at the launch pad, and it is anticipated that the majority of debris would be contained within the OEZ (described in Section 2.1.2.5 of the EIS). The EIS has been updated to reflect this.
NEPA	NP-41	Discussion of other launch sites in the U.S. is outside the scope of this EIS. Selection of the launch site was based on the selection criteria provided in Section 2.3.1 of the EIS.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
NEPA	NP-42	<p>To improve clarity and provide consistency between the EIS and Launch Site Operator License (LSOL) application, the language throughout the EIS has been revised to better illustrate areas where public access may be limited during launch and test operations. As such, use of the representative hazard area has been discontinued. Instead, where appropriate, the terms Overflight Exclusion Zone and Limited Access Area (which includes both land and water) are used (described in Section 2.1.2.5 of the EIS).</p> <p>The Overflight Exclusion Zone for a small launch vehicle is depicted in the LSOL application and EIS, and it is the area where no public access would be allowed during launch and test operations. The Limited Access Area consists of the land and water areas controlled in accordance with the Security Plan. Under the Proposed Action, “authorized persons” (as described in Section 1.4.2 of the EIS) would be allowed within the Limited Access Area. Neither zone would preclude the rights of access to Cumberland Island or Little Cumberland Island.</p> <p>Based on the information provided in Camden County’s LSOL application, a small launch vehicle launch from Spaceport Camden would not produce an Overflight Exclusion Zone area on Cumberland Island or Little Cumberland Island. No evacuations are anticipated for a small vehicle launch. However, Cumberland Island and Little Cumberland Island may be included in a Limited Access Area for this type of operation.</p>
NEPA	NP-43	A discussion of Camden County’s financial resources is outside the scope of the EIS. Any protective measures or mitigations identified in the Record of Decision are required to be implemented by Camden County (or a launch operator) as part of the licensing agreement. Impacts from launch failures (see Section 2.1.2.7 of the EIS) and any associated mitigations or management actions to minimize or avoid adverse impacts are evaluated throughout the EIS.
NEPA	NP-44	The Proposed Action has been revised to remove returns and associated landings, both on land and in the water. As a result, this comment is no longer applicable.
NEPA	NP-45	The Proposed Action has been revised to remove returns and associated landings, both on land and in the water. As a result, this comment is no longer applicable.
NEPA	NP-46	Risk analyses conducted as part of FAA’s licensing process, which runs concurrent with NEPA, will include more-detailed information on the relative likelihood of various outcomes. Discussion of risk calculations is provided in the Health and Safety Appendix (Appendix B).
NEPA	NP-47	Justification for site selection is provided in Section 2.3 of the EIS. Examples of other spaceports that may or may not be in comparable locations is not relevant to this project’s site selection criteria or site selection process.
NEPA	NP-48	Whether there is another comparable launch site near a tidal estuary is not relevant to the analysis within the context of this document because each site is unique in environment and operational parameters; analysis of potential impacts and associated mitigations or management requirements to minimize the potential for adverse impacts to water resources and hazardous waste are discussed in Sections 4.14 and 4.7 of the EIS, respectively.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
NEPA	NP-49	Analysis in the EIS was conducted in accordance with FAA Order 1050.1F, which outlines criteria for assessing the significance of identified potential impacts. The EIS has been revised throughout to utilize relevant criteria from FAA 1050.1F when determining significance.
NEPA	NP-50	The public availability of such reports, and their availability for comment, would be at the discretion of Camden County. There is no requirement under NEPA for these reports to be made public or to allow for public comment.
NEPA	NP-51	Little Cumberland Island homeowners are discussed as part of the general public. A separate Chapter in the EIS for Little Cumberland Island home owners has not been included in the EIS.
NEPA	NP-52	FAA staffing and budgeting concerns are outside the scope of this EIS.
NEPA	NP-53	This is the first LSOL application involving launches over the noninvolved public.
NEPA	NP-54	Both documents are conducted according to 1050.1 requirements.
NEPA	NP-55	This EIS has been developed in accordance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (NEPA) as amended (42 United States Code [U.S.C.] §§4321 et seq.); Council on Environmental Quality NEPA implementing regulations (40 Code of Federal Regulations Parts 1500–1508); Section 4(f) of the Department of Transportation (DOT) Act (49 U.S.C. §303); Section 106 of the National Historic Preservation Act (54 U.S.C. §§300101 et seq.); FAA Order 1050.1F, Environmental Impacts: Policies and Procedures; Executive Order (EO) 11988, Floodplain Management; DOT Order 5650.2, Floodplain Management and Protection; EO 11990 Protection of Wetlands; DOT Order 5660.1A Preservation of the Nation's Wetlands; and the Coastal Zone Management Act, and other regulatory requirements.
NEPA	NP-56	The Coastal Consistency Determination is the responsibility of the applicant, Camden County, and (while referenced in the EIS) is outside the scope of this NEPA process. This determination must be completed before the FAA issues a ROD and/or the license.
NEPA	NP-57	There is no requirement for “consultation” with GDNR EPD associated with the RCRA site. The GDNR EPD was afforded an opportunity to provide scoping input and comment on the Draft EIS. All correspondence is included in Appendix A of the EIS.
NEPA	NP-58	The NMFS consultation will be completed prior to FAA completion of the ROD.
NEPA	NP-59	Development of mitigations and operational controls are based on standard practices utilized at other spaceports throughout the country. In Camden’s case, the County has committed to mitigations outlined in Chapter 6 as developed through coordination with the USFWS, GDNR, and NMFS.
NEPA	NP-60	Cumulative impacts of such projects would be considered only if reasonably foreseeable. Without specifics regarding the type of industry, operational parameters, or locations this cannot be quantitatively analyzed and would be highly speculative. It would be assumed that handling of wastewater would fall under typical regulatory and permitting requirements through GA and Camden County.
NEPA	NP-61	Site related planning and permitting issues for waterfront areas and over- water operations are discussed in Sections 1.4.2, 2.1, and 2.3.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
NEPA	NP-62	To the extent they are in a resource-related Region of Influence, potential project related impacts to Cumberland Island, Jekyll Island, Raccoon Key and Little Cumberland Island are addressed throughout the various resource sections of the EIS.
NEPA	NP-63	The EIS process will not include the results of planned economic studies by the Spaceport Camden Steering Committee, Georgia Southern University Bureau of Business Research and Economic Development (BBRED), or other groups.
NEPA	NP-64	The County Comprehensive Land Use Plan is not within the scope of the EIS. How and when Camden County updates their land use plan is not within the purview of the FAA's review of a license application for a spaceport or NEPA.
NEPA	NP-65	Description of the setting is addressed in Chapter 3, Affected Environment. The revised EIS attempts to correct any inaccuracies identified in the DEIS; however, it should be noted that different sources of information provide differing details in some regard and therefore there may still be discrepancies. FAA does not believe that any such discrepancies are substantive and would materially affect the analysis and subsequent decision.
NEPA	NP-66	The construction and operational parameters (i.e., impact drivers) utilized to conduct analyses throughout all sections are described in Sections 2.1.1 and 2.1.2.
NEPA	NP-67	The closure of a site, which has not yet been approved or constructed, is speculative at best. Closure of the site would be addressed if and when the site is potentially closed. If the site requires expenditure of federal funds or other federal action, then additional NEPA may be conducted by FAA or another responsible agency. However, if no federal funds or licensing is required for closure NEPA may not be required.
NEPA	NP-68	Operational controls have been identified throughout the EIS (See Comment Response MT-13). However, adoption and implementation of an institutional control such as ISO 14001 is not a requirement and is at the facility's discretion because it is not federally mandated to do so.
NEPA	NP-69	A Safety and Security Plan would be developed as indicated in Section 2.1.2.5. Measures to avoid impacts to biological resources and long-term wildlife monitoring, including protected species are included in both the USFWS and NMFS consultations included in Appendix A. A Hurricane Planning and Response Plan and Sea Level Rise Adaptation Plan are not required as mitigations and do not serve to avoid or minimize adverse impacts to the environment; such plans serve to protect the facility in the event of a hurricane or sea level rise and a security plan would likely include parameters for addressing hurricane preparedness. See Comment response NP-67 regarding Facility Closure and Site Restoration Plan.
NEPA	NP-70	NEPA doesn't require the FAA to allow the public to review such plans. Coordination and review of certain plans with regulatory and coordinating agencies has been identified throughout the EIS as appropriate (i.e., Artificial Lighting Management Plan coordination with USFWS and GA DNR). However, it is completely at the discretion of the site operator as to whether these plans would be made available to the public.
NEPA	NP-71	Ocean impacts from debris are addressed in the Coastal Resources and Biological Resources sections of the EIS.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
NEPA	NP-72	Identification of site contaminants and baseline information associated with due diligence would be accomplished as part of a Phase I Environmental Baseline Study (and Phase II or III as needed) as required for property transfers. This is discussed in Section 4.7.1.1.
NEPA	NP-73	The Proposed Action has been revised to remove returns and associated landings, both on land and in the water. As a result, this comment is no longer applicable.
NEPA	NP-74	The NPS is a cooperating agency on this EIS, as indicated in Section 1.2.2, and all NPOS inputs have been considered as part of development of this EIS. All correspondence and comments regarding the Proposed Action are provided in Appendix A of the EIS.
NEPA	NP-75	FOIA and NEPA are largely independent statutes. Due to pending litigation, FAA cannot substantively respond to this comment.
NEPA	NP-76	FAA's Office of Commercial Space Transportation is responsible for making the determination that additional NEPA analysis is warranted in compliance with FAA Order 1050.1F and the CEQ regulations. When a determination is made that an additional EA or EIS is required, the FAA would notify the public and interested parties in accordance with standard NEPA practice, FAA Order 1050.1F, and the CEQ regulations.
NEPA	NP-77	The current status of any contaminated sites, based on information provided by property owners and acquired from the USEPA and GDNR EPD, is discussed in Section 3.7. Further requests regarding specific details mentioned in these comments is outside the scope of the EIS. Requests of this nature would need to be made directly to UCC or to GDNR EPD.
NEPA	NP-78	Conducting regulatory compliance assessments in this regard is outside the scope of the EIS; rather, that is the function of the regulatory agency (e.g., GDNR EPD) charged with regulatory oversight of the subject property/compliance issue.
NEPA	NP-79	Several environmental studies have been conducted at Cape Canaveral. These can be found by visiting the Cape Canaveral website. To the extent applicable these studies have been referenced in the EIS (See Chapter 10 - References).
NEPA	NP-80	FAA has implemented the NEPA process to determine the potential environmental impacts associated with implementation of the Proposed Action. The approved action will be identified by FAA through a Record of Decision issued at the conclusion of the NEPA process.
NEPA	NP-81	Dr. Diana Very at Three Rivers Regional Library System in Jesup, Georgia has been contacted for additional libraries for FEIS distribution.
NEPA	NP-82	The EIS analyzes potential impacts to wilderness from the Proposed Action according to specific guidelines and regulatory requirements as identified in Section 3.9.2 of the EIS.
NEPA	NP-83	The EIS was developed in accordance with FAA Order 1050.1F and the CEQ regulations. FAA has no vested interest in the success or failure of commercial enterprises - the FAA serves only as a regulatory entity. Additionally, FAA has used a third-party (Leidos) for development of the EIS.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
NEPA	NP-84	The operation of the spaceport will not be expected to infringe on constitutional rights, property rights, or inherent rights under the Georgia Constitution and/or the United States Constitution. The spaceport would be approved and operated under all applicable, Federal, State, and local laws and ordinances. The Proposed Action would not necessitate evacuation of property owners on Cumberland Island and Little Cumberland Island, and property owners on these island would not be restricted from occupying their property during spaceport operations. The Overflight Exclusion Zone for a small launcher is depicted in the LSOL application, and it is the area where no public access would be allowed during launch and test operations; this area does not extend to Cumberland Island or Little Cumberland Island. Under the Proposed Action, “authorized persons” (as described in Section 1.4.2 of the EIS) would be allowed within the Limited Access Area (described in Section 2.1.2.5 of the EIS). Neither zone would preclude the rights of access to Cumberland Island or Little Cumberland Island.
Noise	NC-01	Locations affected and potential impacts to people and the natural environment from construction and noise associated with operational activities (including sonic booms) is addressed in Section 4.11 of the EIS. No significant adverse impacts have been identified as a result of analysis. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS.
Noise	NC-02	<p>The duration and intensity of Spaceport Camden related noise events are discussed in Section 4.11.1.2 of the EIS. In general, the risk of damage to earthen and built structures resulting from induced vibrations is low. However, it is recognized that the exact risk level depends on the condition of the structure as well as the characteristics of the noise event.</p> <p>There is a low risk of physical damage to historic properties due to vibration impacts, which will be further reduced by mitigation measures developed through the Section 106 consultation process.</p> <p>Information on the damage claims process will be included on the Spaceport Camden website. Damage to structures caused directly by launch operations is covered by MPL insurance.</p>
Noise	NC-03	<p>The duration and intensity of Spaceport Camden related noise events are discussed in Section 4.11.1.2 of the EIS. In general, the risk of damage to earthen and built structures resulting from induced vibrations is low. However, it is recognized that the exact risk level depends on the condition of the structure as well as the characteristics of the noise event.</p> <p>There is a low risk of physical damage to historic properties due to vibration impacts, which will be further reduced by mitigation measures developed through the Section 106 consultation process.</p> <p>Information on the damage claims process will be included on the Spaceport Camden website. Damage to structures caused directly by launch operations is covered by MPL insurance.</p>
Noise	NC-04	The measured Cumberland Island National Seashore noise levels data contained in the Transportation Management Plan EA have been added to the EIS at the document location indicated in the comment (i.e., Section 4.4 and also at other document locations (e.g., Section 3.11). It is worth noting that the measured sound levels in the EA align closely with the sound levels predicted by the NPS Sound Map, which are referenced in Section 3.11 of the EIS.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Noise	NC-05	Section 4.11 of the EIS has been revised to state that: "Noise generated during pre-launch activities, such as helicopter flights and loudspeaker use, are also not consistent with the wilderness character of Cumberland Island National Seashore and would interfere with natural quiet when audible."
Noise	NC-06	Section 4.11 of the EIS has been revised to revise the sentence beginning with "However..." to "People at Cumberland Island National Seashore during rocket launches may or may not be representative of typical backcountry National Park visitors in this respect. Because visits to Cumberland Island National Seashore are typically planned far in advance, and launch times are subject to change, island may or may not be able to observe a launch. While many variables would influence whether visitor expectations align with actual events, it is certain that nonnatural noises would be inconsistent with wilderness characteristics and would interfere with natural quiet."
Noise	NC-07	Current sound levels on Cumberland Island are discussed in Section 3.11.3 of the EIS. The EIS has been revised at Section 3.11.3 to add sound levels measured in Cumberland Island National Seashore, which further document the quiet conditions on Cumberland Island.
Noise	NC-08	A landfill and creek bank stability technical study was completed for the Union Carbide Corporation Landfill cover slopes and the Todd Creek bank located immediately north of the landfill. This study showed that, under a conservative modeling scenario, there was no expected risk of damage associated with an MCLV. This technical study has been added to the EIS as an appendix and the EIS itself has been revised to add a more complete description of the results of the study. Under the revised Proposed Action, Small Lift Class Vehicle (SLCV) launches would generate lower noise levels than the MCLV launches, and risk of damage would be even lower.
Noise	NC-09	As detailed in the EIS, the risk of physical damage due to vibrational impacts from launch operations is low, even for properties in a highly deteriorated state. According to Camden County, building inspections are a service offered by the County but these are typically only done during construction. Homeowners have the option to hire their own structural engineers to assess and document the integrity of their property.
Noise	NC-10	The potential for the sounds of launches, test-fire events, construction, and pre-launch activities to disturb the human experience is discussed in Section 4.11.1 of the EIS. Rocket noise is assessed in terms of potential for activity interference and other categories of impacts based on studies conducted on people's reactions to similar sound levels. In general, although rocket launches generate very high noise levels, the noise is relatively short-lived. Under the revised Proposed Action, high noise levels would be limited to the immediate vicinity of the launch site.
Noise	NC-11	Potential noise impacts on residents near the proposed spaceport are discussed in Section 4.11.1 of the EIS. The response of individuals to noise is highly variable, and it is recognized in the EIS that some people may become annoyed by the noise generated by spaceport activities. The very loud noise levels associated with launches, landings, and static fire tests would be short-lived, relatively infrequent, and limited to the vicinity of the launch site. Measures to reduce potential noise impacts are discussed in Section 6.11 of the EIS and include scheduling launches to minimize night launches. Notification would be provided prior to launches to minimize the potential for rocket noise to surprise listeners.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Noise	NC-12	The EIS describes noise levels using the metric DNL as well as several supplemental noise metrics which describe individual noise events. The DNL metric is the primary noise metric used in accordance with FAA regulations to predict community reaction to noise, but it is recognized in section 3.11.1 of the EIS that DNL is not an ideal metric to communicate noise levels associated with infrequent noise events such as rocket launches. The EIS then proceeds to quantify noise levels using the overall sound pressure level, A-weighted sound pressure level, sound exposure level, time above overall sound pressure level threshold, and sonic boom overpressure noise metrics, which describe individual noise events. These particular metrics were chosen as because they correlate with a category of noise impacts (e.g., speech interference, sleep disturbance, etc.). The proposed maximum number of substantial noise producing events per year is described in several locations in the EIS which include Section 4.11.1. Appropriate language describing 1) how “annoyance” typically characterizes community response around airports, and not quieter settings like parks which do not manage to simply avoid annoyance, but to instead provide exceptional experiences where there may be an expectation of natural quiet, or in wilderness settings which are to afford outstanding opportunities for solitude, and 2) that beyond annoyance, the visitor experience would be one that is inconsistent with expectations for wilderness and quiet settings has been added to Section 4.9.1.1, Section 4.11.1., and Section 4.12.1.1.
Noise	NC-13	Under the revised Proposed Action, launch noise events would exceed noise levels that could disrupt speech for approximately 51 seconds, but other types of events would disrupt speech for less time. For example, static test fires would last for between 2 and 7 seconds. The total annual time exceeding levels that could disrupt speech is calculated by summing the time-above associated with longest-duration event (i.e., launches) and the time-above associated with the other shorter-duration event types (i.e., static fires). Durations of each event type are described in Section 4.11.1.
Noise	NC-14	Impacts to the Little Cumberland Island Lighthouse are described in Section 4.8 of the EIS (Historical, Architectural, Archaeological, and Cultural Resources). The potential for accelerated erosion of natural structures (e.g., dunes) due to sound and vibration is discussed in Section 4.11.1.2 of the EIS.
Noise	NC-15	To help address concerns regarding lighting, a lighting plan has been identified as a mitigation measure and will be included in the ROD as an enforceable, inspectable measure. As noted, to help address concerns regarding noise and vibration impacts, a noise monitoring program has been identified as a suggested mitigation measure and, if adopted, may be included in the ROD as an enforceable measure. Information on the damage claims process will be included on the Spaceport Camden website. Damage to structures caused directly by launch operations is covered by MPL insurance.
Noise	NC-16	The revised Proposed Action include launches of Small Lift Class Launch Vehicles. Therefore, this comment is no longer applicable.
Noise	NC-17	Methods used to calculate noise levels and assess potential noise impacts are discussed in Section 4.11.1 of the EIS. All processes used to calculate noise levels and assess noise impacts are current and have been reviewed and approved by the FAA. The National Institutes of Occupational Safety and Health hearing protection criteria referenced in the EIS take into account both the level and duration of noise exposure. Noise levels would not be of sufficient intensity and/or duration to pose any

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		risk to hearing except on SCC and adjacent uninhabited lands. Little Cumberland Island and Cumberland Island would not be exposed to noise levels that have potential to damage hearing.
Noise	NC-18	The Proposed Action has been revised to remove returns and associated landings, both on land and in the water. As a result, this comment is no longer applicable.
Noise	NC-19	NEPA does not require analysis of the “worst case scenario,” but rather reasonably foreseeable, most probable outcomes. Catastrophic failure, within the context of this NEPA analysis and as described in the DEIS comment responses, would be considered a “worst case scenario,” the probabilities of which render the outcome unlikely. Additionally, the exact level of noise (and induced vibrations) would depend on the details of the failure. Historically, most catastrophic failures have occurred on or near the launch pad, and so the area surrounding the launch pad would have a relatively higher probability of experiencing noise associated with a failure event. The EIS evaluates reasonably foreseeable impacts on the resources referenced in this comment caused by Spaceport Camden operations. Impacts from launch failures (see Section 2.1.2.7 of the EIS) are evaluated throughout the EIS to the extent that they are reasonably foreseeable.
Noise	NC-20	The EIS makes use of several metrics to predict specific categories of noise impacts. For example, the peak ground acceleration was calculated for two earthen structures (the Union Carbide Corporation Landfill cover and the nearby shore of Todd Creek) and quantified as a factor of “g” (the acceleration due to Earth’s gravity), following a standard practice for communication of seismic loading. Small Class Launch Vehicle launches would generate substantially less acoustic energy than the Medium Class Launch Vehicle launches that were previously assessed and found to pose minimal risk of damage to earthen structures. Induced vibrations at the Settlement and closest residence generated by SCLV launches were assessed using the Launch Noise Model and found to be well below criteria established for ‘sensitive’ structures in all frequency bands.
Noise	NC-21	The noise metric LAmax was used to quantify pile driving noise in Section 4.11.1.1.
Noise	NC-22	The seals between panes of double-paned glass windows undergo stress from several sources (e.g., thermal expansion and contraction of air between the panes, wind-load, etc.), and often fail as a result of these forces in combination with deterioration over time without any exposure to high noise levels. Regular intense vibrations, such as those experienced by windows installed in a recreational vehicle that is driven long distances, have been noted to cause windows to fail more quickly. Noise generated by rocket events would be of a short duration (measured in minutes per year), and a measurable acceleration of the failure of window seals due to the exposure is unlikely. Homeowners that are concerned about the possibility of windows seal damage may decide to document the condition of their windows prior to launch so that any change in condition could be shown to have been concurrent with the launch. As detailed in the EIS, the risk of physical damage due to vibrational impacts from launch operations is low, even for properties in a highly deteriorated state.
Noise	NC-23	The potential for hearing loss associated with rocket noise is discussed in Section 4.11.1.2 of the Final EIS. Noise levels with potential to damage hearing would be limited to the area on SCC. If a launch failure (see Section 2.1.2.7 of the EIS) were to occur, the noise levels experienced on the ground would depend on the location and type of failure. Extremely high noise

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		levels associated with a failure would most likely occur near the launch pad as the launch trajectory does not cross Cumberland Island until the rocket is several miles above the surface.
Noise	NC-24	Risk analyses conducted as part of FAA's licensing process, which runs concurrent with NEPA, will include more-detailed information on the relative likelihood of various outcomes. In general, the highest noise levels associated with an unlikely catastrophic failure would be near the launch pad. Extremely high noise levels associated with a failure would most likely occur near the launch pad as the launch trajectory does not cross Cumberland Island until the rocket is several miles above the surface.
Noise	NC-25	The EIS has been revised at Section 4.11.1.2. to include the following text: "Camp Jeckyll, schools, and public gatherings where children make up a large fraction of the population would experience noise qualitatively different from anything experienced previously; launches of small launch vehicles would generate maximum noise levels at Camp Jeckyll between 65 and 70 dBA for short periods. However, areas affected by noise levels with the potential to damage hearing (for children and adults) would be limited to within the spaceport boundaries. Public notification would be provided prior to each launch event. Knowledge of launches ahead of time would allow camp leaders to maximize educational benefits to campers of witnessing a rocket launch, while minimizing potential for disruptions to other camp activities. Minimizing night launches would reduce the potential for disruption of sleep among children and others."
Noise	NC-26	Hearing loss risk threshold criteria are discussed in Section 3.11.2 of the EIS. The two websites cited by the commenter make reference to National Institutes of Occupational Health regulations which establish a time-weighted average of 85 dBA over the course of a period of 8 hours as a lower threshold for hearing loss if that exposure were repeated regularly over an extended period of time (decades). As noted on the cited websites, the potential for hearing loss is related to both the intensity and duration of noise. Higher noise levels may be experienced for shorter periods of time without resulting in potential hearing loss. The EIS makes use of most conservative noise level limit, which is established by the Occupational Safety and Health Administration at 115 dBA for non-impulsive noise over an allowable exposure duration of 15 minutes. The National Institute for Occupational Safety and Health limits for non-impulsive noise are less conservative. For impulsive noise, such as sonic booms, OSHA and NIOSH have both established maximum allowable peak noise levels of 140 dB, which equates to an overpressure of about 4 psf. Only areas on SCC would be exposed to noise levels with any potential to damage hearing.
Noise	NC-27	The correction has been made in the EIS.
Noise	NC-28	Potential impacts to Tabby ruins are discussed in Section 4.8 of the EIS.
Noise	NC-29	The criterion referenced in lines 27 and 30 on page 3-76 of the 2018 Draft EIS relate to the noise metric L _{Amax} , and is a threshold for potential speech interference. The criteria referenced on line 8 of the same page relates to the noise metric DNL, and is a threshold for increased likelihood of negative public reaction to noise.
Noise	NC-30	The EIS has been revised at Section 4.11.1 to include a discussion of sound levels that would occur if a catastrophic failure were to occur.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Noise	NC-31	The risk of damage to built structures was assessed in the revised DEIS by comparing calculated induced vibration levels against widely used criteria levels established for ‘commercial’, residential’, and ‘sensitive’ structures. Noise-induced vibrations were found to be well below ‘sensitive’ structure criteria at all locations.
Noise	NC-32	The EIS has been revised in Section 3.11.3 to further document quiet existing conditions on Cumberland Island, and in Section 4.11.1 to clarify the nature of impacts on visitors to Cumberland Island National Seashore. The EIS acknowledges that certain people exposed to elevated noise levels could become annoyed by the noise, and there would be a very low risk of damage to structures due to noise. However, the noise events would be infrequent and FAA does not expect operational activities to result in significant adverse noise impacts.
Noise	NC-33	The EIS has been revised at Section 4.11.1 to include 65 dBA LMax contour.
Noise	NC-34	The DNL metric can also be calculated based on noise levels expressed using other weighting systems. To maintain as much exactitude as possible in the EIS, the reference to “dBA DNL” was retained.
Noise	NC-35	The EIS has been revised at Section 5.3.11 to identify which of the projects listed in Section 5.2 that have any potential to have cumulative impacts with Spaceport Camden noise. Text includes discussion of the potential for impact overlap to the extent that can be known given the paucity of information available on present and future projects, many of which are in very early stages of planning.
Proposed Action	PA-01	As discussed in Section 2.1 of the EIS, the spaceport would be located on the mainland. Development on any barrier island or within designated Wilderness is not part of this proposal.
Proposed Action	PA-02	Nuclear payloads are not considered as part of the proposed action and are therefore not analyzed in the EIS. A statement has been added to this effect in Section 2.1.2.4.
Proposed Action	PA-03	This is not a federally funded project; the license to operate is a federal license.
Proposed Action	PA-04	All structures would be designed and constructed in accordance with building code requirements for Georgia and Camden County to accommodate hurricane protection.
Proposed Action	PA-05	These artist renderings are notional, not to scale, and do not represent the final design of the buildings. Issues with glare and other safety considerations would be incorporated into the final design as discussed throughout the EIS.
Proposed Action	PA-06	The Proposed Action, as revised, is to allow for launches of small orbital launch vehicles. Impacts associated with larger launch vehicles are outside the scope of the EIS. As stated in the EIS, additional FAA environmental review and approval would be required for larger launch vehicles.
Proposed Action	PA-07	The statements referenced cover two different aspects. The first statement references the portion of Union Carbide Road outside the proposed spaceport site, which would provide access to the site and does not require improvement; the second refers to the portion of Union Carbide Road that would be within the boundary of the proposed spaceport site and would require improvement (See Exhibit 2.1-9). This has been clarified in Section 2.1.1.6.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Proposed Action	PA-08	Camden County does not purport to own the marshlands in question, and the EIS does not state this in any capacity. Buffer, within this context, means to indicate that this area would serve to shield, cushion, screen, and/or guard against unauthorized access to the site, as well as serve as a protected space between the developed portion of the site and the local waterways. If these areas are closed as part of hazard area clearance this would be coordinated with Georgia CRD (see correspondence from GA CRD in Appendix A).
Proposed Action	PA-09	The EIS has been updated in appropriate locations to indicate that any support from the USCG regarding security and support would require an agreement between the USCG, Camden County, and vehicle launch operators as applicable.
Proposed Action	PA-10	Information regarding quantity and duration of air and sea space proposed to be impacted has been added to Section 2.1.2.5 of the EIS (and Exhibit 2.1-10). Potential conflicts are addressed in Section 4.9 of the EIS and in the Letter of Agreement with the USCG and FAA (Appendix A, page A-1928). Airspace planning and coordination will be conducted pursuant to future Letters of Agreement for each launch operator license, which will include the US Navy.
Proposed Action	PA-11	Airspace planning and coordination will be conducted pursuant to the FAA requirements as indicated in the EIS, which includes coordination with the US Navy.
Proposed Action	PA-12	A Security Plan, as discussed in Section 2.1.2.5 of the EIS, would be developed as part of general spaceport operations in coordination with the US Navy, USCG, GDNR, and other agencies and would cover appropriate advanced notices, safety, and security procedures.
Proposed Action	PA-13	According to Camden County, purchase of the Bayer CropScience property is not speculative. The only structure proposed for construction on the Bayer CropScience property is the Alternate Control Center and Visitor Center. Additionally, existing roads and wells would be used. There is no plan currently to refurbish the dock on the property for use in the future. According to the County, the site investigation of the Bayer site conducted in connection with the County's prospective purchase of the property indicates that the locations of the existing and proposed infrastructure are not likely to be contaminated. Environmental review under NEPA by FAA will be required for any proposed modifications to the Launch Site Operator license or any future Launch License application.
Proposed Action	PA-14	As discussed in Section 2.1.2.5, a Security Plan is developed as part of the LSOL, and would be finalized after Record of Decision signing. This has been clarified in Chapter 6 of the EIS.
Proposed Action	PA-15	Camden County has limited launches to a maximum of 12, which includes one night per year, as part of their application. As a result, that is what is addressed in the EIS. Environmental review under NEPA by FAA will be required for any proposed modifications to the Launch Site Operator license or any future Launch License application, and additional consultation with regulatory agencies may be required.
Proposed Action	PA-16	As discussed in Section 2.1, for purposes of this analysis, FAA is considering a single trajectory of 100 degrees from true north, as is consistent with the Camden County Launch Site Operator License application. This range is depicted in Exhibit 2.1-4.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Proposed Action	PA-17	FAA and Camden County have made every effort to identify mitigations to reduce potential inconveniences associated with closures, and believe that advance notification allows users to schedule around related closures which, incidentally, only occur up to 42 hours per year outside the OEZ (described in Section 2.1.2.5 of the EIS) under normal operations. However, the FAA understands that unforeseen circumstances may result in some launch delays and associated closures. Chapter 7 has been updated to reflect this potential.
Proposed Action	PA-18	This proposal is addressed in Chapter 2 of the EIS.
Proposed Action	PA-19	Clarification has been added in Section 2.1.2.5 and elsewhere that the marshlands and tidal areas would remain open for public use and enjoyment outside of times in which portions may be closed during pre-launch and/or launch related closures.
Proposed Action	PA-20	As discussed in Section 2.1.2.5, all State of Georgia law enforcement agencies would be included in development and implementation of the Security Plan.
Proposed Action	PA-21	The public would be excluded from tidally influenced areas located within the OEZ (described in Section 2.1.2.5 of the EIS) during launch and test operations. Ownership of all land in the launch boundary is not required. For example, the Federal Register (65 Fed. Reg. 62811) refers to "public areas," such as train tracks or public roads, being within launch sites.
Proposed Action	PA-22	The Proposed Action has been revised to remove returns and associated landings, both on land and in the water. As a result, this comment is no longer applicable.
Proposed Action	PA-23	The description of pre-launch activities in the Proposed Action section has been revised for clarity, to include discussion of the difference in size between the smaller closure areas associated with pre-launch activities and the larger closure areas associated with actual launches, as well as the difference in the length of time pre-launch closures will last as compared to actual launch closures.
Proposed Action	PA-24	According to Camden County, the County plans on using multiple methods of disseminating launch and pre-launch closure notifications to the public. Viable options include social media, NOTAMS, billboards, newspaper and media announcements, and posts on Camden County's website. Camden County will work to provide as much advance notice as possible and expects that a minimum notice of 30 days generally will be provided. However, providing 30-days' notice may not always be possible due to launch delays or more immediate launch needs.
Proposed Action	PA-25	As indicated in Section 2.1.2.5, Camden County would coordinate with GDNR regarding closures and security planning. CRD recommendations regarding closure times and notifications have been added to this section of the EIS.
Proposed Action	PA-26	According to Camden County, the County is continuing to coordinate with GDNR with respect to the Coastal Zone Management Act and associated federal consistency certification. Camden County, the FAA, and GDNR have agreed to a phased concurrence process. Camden County will provide GDNR with information necessary for GDNR to make a reasoned decision on the consistency of the proposed project (see 15 CFR § 930.58(3)(c)). Consistent with the standard LSOL process, several of the referenced plans would not be finalized prior to issuance of the ROD on the LSOL application.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Proposed Action	PA-27	Authorized persons are determined by Camden County in coordination with authorities as described in EIS Section 1.4.2.
Proposed Action	PA-28	<p>Firefighting contingencies are launch specific and are coordinated as part of the Comprehensive Launch Planning process. 14 CFR Part 420 requires submittal of a Site Access and Security Plan as part of the LSOL application. Additionally, each operator's Comprehensive Launch Plan will address agency coordination. If it is determined that additional personnel are needed to meet the security needs during launches, Camden County will explore the possibility of a public-private partnership to secure funds for additional staff.</p> <p>Camden County will not be providing compensation for lost opportunity costs, especially given the minimal impacts that may be incurred. It is not anticipated that there will be any decrease in the number of visitors that visit Cumberland Island National Seashore or other locations.</p> <p>The launch operator is liable for loss and damages up to MPL limits set by the FAA, followed by the U.S. Government up to statutory limits. MPL is defined in federal statutes. Recent Georgia legislation is only applicable to human spaceflight (which is not proposed at Spaceport Camden). The insurance claims process will be made public on the Spaceport Camden website.</p>
Proposed Action	PA-29	As indicated in Section 1.4.2, the USCG (in cooperation with other federal, state and local agencies) is responsible for establishing and enforcing Limited Access Areas. Under the Proposed Action, "authorized persons" (as described in Section 1.4.2 of the EIS) would have the same rights of access as they currently experience on areas of Little Cumberland Island and Cumberland Island located within the Limited Access Area (outside the OEZ) (described in Section 2.1.2.5 of the EIS). The envisioned role and responsibility of the National Park Service (NPS) during operations, pre-launch and closure activities would be as a planning coordinator.
Proposed Action	PA-30	The area must be in the possession, ownership or control of a launch site operator. Therefore, a launch site operator would be required to demonstrate how it will comply with the launch site operator's responsibility requirements of Subpart D of 14 CFR part 420. In particular, a licensee must show how it proposes to control public access pursuant to section § 420.53, comply with the scheduling requirements of section § 420.55, comply with explosive siting requirements of § 420.63-70, and comply with the lightning protection requirements of § 420.63-70. Compliance with these requirements is reflected in the Camden County LSOL application. The selected site meets this criteria based on size and location. The selected site meets this criteria based on size and location.
Proposed Action	PA-31	There is no readily available data that evaluates the frequency of delays, scrubs, and reschedules associated with the representative launch vehicle. Given that delays can result from factors outside of the operator's control (i.e., weather), such data would be difficult to collect and interpret.
Proposed Action	PA-32	Overflight of private property is allowable by the FAA, as long as all risk criteria are sufficiently met. The EIS demonstrates the expected risk from the proposed launch trajectory. The Proposed Action would not necessitate evacuation of property owners on Cumberland Island and Little Cumberland Island.
Proposed Action	PA-33	Overflight of private property is allowable by the FAA, as long as all risk criteria are sufficiently met. The EIS demonstrates the expected risk from the proposed launch trajectory. The Proposed Action would not necessitate evacuation of property

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		owners on Cumberland Island and Little Cumberland Island, and property owners on these islands would not be restricted from occupying their property during spaceport operations.
Proposed Action	PA-34	Firefighting contingencies are launch specific and are coordinated as part of the Comprehensive Launch Planning process. As part of Spaceport Camden's Launch Site Operator License Application, the Applicant submitted a Fire Mitigation Plan that was developed in accordance with the Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA), National Incident Management System (NIMS), Third Edition, dated October 2017. As stated in the Fire Mitigation Plan, Camden County Fire/Rescue and Law Enforcement will utilize marine landing craft that will ensure uninterrupted ingress/egress to Little Cumberland Island, day and night in support of all First Responders, to include the GFC. Additional investments in restoring the existing water buffalo to an operational status and adding a new water buffalo, with ATV deployment capability for use by GFC, or Camden County Fire, EMS and or Law Enforcement will ensure a timely response onto Little Cumberland Island in support of all-hazards threats, e.g., fire, medical, evacuation, search and rescue.
Proposed Action	PA-35	The Proposed Action as described in the EIS would not necessitate evacuations, so there would be no cost associated with evacuations.
Proposed Action	PA-36	The reference to 90 degrees inclination serves as a point to extrapolate data from using orbital mechanics. It has no connection to the viability of Spaceport Camden.
Proposed Action	PA-37	The trajectory analyzed in the EIS has been revised to only 100 degrees to be consistent with the Launch Site Operator License (LSOL) application. Overflight of private property is allowable by the FAA, as long as all risk criteria are sufficiently met. The EIS demonstrates the expected risk from each launch trajectory. The Proposed Action would not necessitate evacuation of property owners on Cumberland Island and Little Cumberland Island, and property owners on these island would not be restricted from occupying their property during spaceport operations. The Proposed Action has been revised to reflect the current LSOL application, which seeks approval for launches only using small launch vehicles. The Overflight Exclusion Zone (OEZ) for a small launcher is depicted in the LSOL application (described in Section 2.1.2.5 of the EIS), and it is the area where no public access would be allowed during launch and test operations. The Limited Access Area is the land and water areas controlled in accordance with the Security Plan. Under the Proposed Action, "authorized persons" (as described in Section 1.4.2 of the EIS) would be allowed within the Limited Access Area (outside the OEZ). Neither zone would preclude the rights of access to Cumberland Island or Little Cumberland Island. Based on the information provided in Camden County's LSOL application, a small vehicle launch from Spaceport Camden would not produce an OEZ that would extend to Cumberland Island or Little Cumberland Island. However, Cumberland Island and Little Cumberland Island would be included in a Limited Access Area for this type of operation. The EIS includes analysis of impacts resulting from construction and operation of the Proposed Action. This analysis includes impacts from launch failures and impacts on the resources referenced in this comment.
Proposed Action	PA-38	The EIS Exhibits have been updated to clarify the property boundaries.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Proposed Action	PA-39	The EIS Exhibits have been updated to provide additional clarity. The flight corridor and Limited Access Area (described in Section 2.1.2.5 of the EIS) do not represent the same areas. The flight corridor extends approximately 5000 nautical miles from the launch site and the Limited Access Area is smaller.
Proposed Action	PA-40	The launch operator is liable for loss and damages up to MPL limits set by the FAA, followed by the U.S. Government up to statutory limits. MPL is defined in federal statutes. According to Camden County, a means for claims will be provided on the Spaceport Camden website prior to the first launch.
Proposed Action	PA-41	Beach sweeps on Little Cumberland Island will be restricted to areas below the high tide, which are navigable waters.
Proposed Action	PA-42	The text has been revised to note that the permanent staffing at the launch site is estimated to be approximately 77 full-time employees. As Spaceport Camden would be the only exclusively vertical, non-federal range on the East Coast, FAA does not feel it is appropriate to compare estimated staffing levels with other commercial spaceports around the country, as their needs are likely different.
Proposed Action	PA-43	FAA considered a range of design elements and site configurations, as described in Chapter 2 of the EIS. The Applicant has and will continue to incorporate mitigation measures into the project design to avoid and minimize environmental impacts. Concerning the Union Carbide property, decisions regarding the site's conceptual design and proposed facility placement were made to avoid affecting contaminated areas. Where feasible, the Applicant will use existing infrastructure.
Proposed Action	PA-39	To improve clarity and provide consistency between the EIS and Launch Site Operator License (LSOL) application, the language throughout the EIS has been revised to better illustrate areas where public access may be limited during launch and test operations. As such, use of the representative hazard area has been discontinued. Instead, where appropriate, the terms Overflight Exclusion Zone and Limited Access Area (which includes both land and water areas) are used. The Overflight Exclusion Zone (OEZ) for a small launcher is depicted in the LSOL application (described in Section 2.1.2.5 of the EIS), and it is the area where no public access would be allowed during launch and test operations. The Limited Access Area is the land and water area controlled in accordance with the Security Plan. Under the Proposed Action, "authorized persons" (as described in Section 1.4.2 of the EIS) would be allowed within the Limited Access Area (outside of the OEZ). Neither zone would preclude the rights of access to Cumberland Island or Little Cumberland Island. Based on the information provided in Camden County's LSOL application, a small-vehicle launch from Spaceport Camden would not produce an OEZ that extends to Cumberland Island or Little Cumberland Island. No evacuations are anticipated for a small launcher. However, Cumberland Island and Little Cumberland Island would be included in a Limited Access Area for this type of operation. The risk analysis prepared by the Aerospace Corporation contains proprietary information that is subject to ITAR restrictions. As such, it is not included in the EIS.
Proposed Action	PA-45	Floyd Creek is not considered an "asset" and is neither owned nor managed by Bayer CropScience or Camden County. The extent of use of Floyd Creek is discussed in Section 2.1 of the EIS.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Proposed Action	PA-46	According to the County, the site investigation of the Bayer site conducted in connection with the County's prospective purchase of the property indicates that the locations of the existing and proposed infrastructure are not likely to be contaminated. Environmental review under NEPA by FAA will be required for any proposed modifications to the Launch Site Operator license or any future Launch License application.
Proposed Action	PA-47	Proposed water use is discussed in Section 2.1.1.6, while analyses of water usage is discussed in Section 4.14.1.2.
Proposed Action	PA-48	As recovery of rocket components will need to occur on a case-by-case basis, a categorical approach for all recovery operations is not reasonable or feasible. The applicant and operators launching from Spaceport Camden will utilize best practices to minimize further impacts during any recovery operations. Any necessary recovery efforts in sensitive areas would be coordinated with the appropriate agencies and conducted in accordance with applicable regulations and guidance.
Proposed Action	PA-49	The Applicant will review the fire danger rating as a factor to consider when executing launch operations. However, given the inherent variability, and the possibility of daily changes in the fire danger rating, is it not feasible for the Applicant to commit to restricting launches to days where the fire danger rating is lower than "high." Firefighting contingencies are launch specific and are coordinated as part of the Comprehensive Launch Planning process. As part of Spaceport Camden's Launch Site Operator License Application, the Applicant submitted a Fire Mitigation Plan that was developed in accordance with the Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA), National Incident Management System (NIMS), Third Edition, dated October 2017. As stated in the Fire Mitigation Plan, Camden County Fire/Rescue and Law Enforcement will utilize marine landing craft that will ensure uninterrupted ingress/egress to Little Cumberland Island, day and night in support of all First Responders, to include the GFC. Additional investments in restoring the existing water buffalo to an operational status and adding a new water buffalo, with ATV deployment capability for use by GFC, or Camden County Fire, EMS and or Law Enforcement will ensure a timely response onto Little Cumberland Island in support of all-hazards threats, e.g., fire, medical, evacuation, search and rescue.
Proposed Action	PA-50	Firefighting contingencies are launch specific and are coordinated as part of the Comprehensive Launch Planning process. As part of Spaceport Camden's Launch Site Operator License Application, the Applicant submitted a Fire Mitigation Plan that was developed in accordance with the Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA), National Incident Management System (NIMS), Third Edition, dated October 2017. As stated in the Fire Mitigation Plan, Camden County Fire/Rescue and Law Enforcement will utilize marine landing craft that will ensure uninterrupted ingress/egress to Little Cumberland Island, day and night in support of all First Responders, to include the GFC. Additional investments in restoring the existing water buffalo to an operational status and adding a new water buffalo, with ATV deployment capability for use by GFC, or Camden County Fire, EMS and or Law Enforcement will ensure a timely response onto Little Cumberland Island in support of all-hazards threats, e.g., fire, medical, evacuation, search and rescue.
Proposed Action	PA-51	The reference to 90 degrees inclination serves as a point to extrapolate data from using orbital mechanics. It has no connection to the viability of Spaceport Camden.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Proposed Action	PA-52	The Proposed Action has been revised to include only small launch vehicles. The representative rocket analyzed in the EIS is sized to encompass all rockets within the small launch category designated in FAA regulations. As a result, this comment is no longer applicable.
Proposed Action	PA-53	<p>The Launch Site Operator License (LSOL) and associated risk analysis prepared by the Aerospace Corporation contains proprietary information that is subject to ITAR restrictions. As such, it is not included in the EIS. However, the safety/risk analyses included in the LSOL utilizes population data from three principle sources: the 14 CFR Part 420 recommended LandScan database from Oak Ridge National Laboratory (ORNL), with 0.5 x 0.5 arc-minute² grid size extrapolated to 2020 for downrange overflight, the 2010 Camden County census tracks for local data, and assumed presence of persons at habitable structures on Cumberland Island and Little Cumberland Island that were close to the 100-degree trajectory, but are not represented in the two official population databases. For the analysis, it was assumed that all population found in the population databases (LandScan / ORNL and Camden County U.S. Census), The additional analysis documented within, considers up to 2,200 residents and guests visiting the 55 habitable structures on Little Cumberland and Cumberland Islands, plus a fully sold out day on Cumberland Island National Seashore (300 people), a fully sold out Greyfield Inn plus staff (60 people), and full Cumberland Island National Seashore and local first responder staffing (20), for a total assumed population of 2,580 people. According to testimony by the Little Cumberland Island Home Owners Association at a Georgia Senate Spaceport Committee hearing on 20 October 2016, Little Cumberland Island/HOA board members defined the peak level of visitors to the Little Cumberland Island and CI structures as occurring during Thanksgiving weekend and was about 100 persons in total. To ensure a conservative approach to the analysis it was also assumed that the 40 persons per habitable structure in the analysis would be present all 365 days per year and be outside (unsheltered) for the entire launch. The data for habitable structures was acquired from the Camden County Assessor Office's public database.</p> <p>As shown above, these estimates provide an extremely conservative scenario, which meets the risk analysis requirement. Therefore, the need for actual "on-the-ground" surveys are not needed for purposes of risk assessment.</p>
Proposed Action	PA-54	The water deluge capture system included in the Spaceport Camden site plan and shown in the EIS exhibits is capable of processing 250,000 gallons of water. The amount of water evaporated and/or retained is launch dependent; therefore, an estimate of these proportions of water deluge is not included in the EIS.
Proposed Action	PA-56	Currently there are roads within the Wilderness Area used by NPS personnel, tourists, and residents. As stated in the EIS, beach driving, which currently occurs, would require a permit from Georgia Coastal Resources Division (Official Code of Georgia Annotated [O.C.G.A.] 12-5-230, Shore Protection Act). Any use of UAVs would occur outside park/Wilderness Area boundaries.
Proposed Action	PA-57	Site layouts/drawings at this time are notional; locations of septic systems would be developed during the actual design phase of the site (should FAA approval be granted). As stated in Section 1.4.2, septic systems are regulated and permitted by the Georgia Department of Public Health and Camden County Department of Health. Therefore, design, siting, and

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		installation of such systems would fall under the purview of the GDNR EPD to ensure that all applicable siting, design, and permitting requirements are met.
Proposed Action	PA-58	Coordination requirements for both public notification and safety/security are discussed in Section 2.1.2.5.
Proposed Action	PA-59	Description of the site has been evaluated and revised as appropriate. Acreages are based on GIS data and surveys (i.e., wetlands). There are more land area classifications at the site than just uplands and wetlands that comprise the total acres (see Section 3.2).
Proposed Action	PA-60	Please see Response NR-05.
Proposed Action	PA-61	The Proposed Action has been revised to eliminate landings. As a result, this comment is no longer applicable.
Proposed Action	PA-62	Points #11 and #12 are no longer applicable because the Ocean-Landing Only Alternative is no longer being considered.
Proposed Action	PA-63	The EIS has been revised for clarity regarding the names for the geographic areas of Harriets Bluff, Floyds Neck, and Ceylon.
Proposed Action	PA-64	The Proposed Action has been revised to include only small launchers. A representative vehicle is identified in Section 2.1.2.1.
Proposed Action	PA-65	Notional design and layout of the proposed spaceport is provided in Section 2.1 of the EIS.
Proposed Action	PA-65	The 100-degree trajectory as identified in the EIS would fly over Cumberland Island.
Proposed Action	PA-66	This information is provided in Section 2.1.2.2 and Section 4.7 of the EIS.
Proposed Action	PA-67	It is the responsibility of the launch site operator to inform visitors and employees of risks associated with their presence on site, and identifying and enforcing area access restrictions and safety requirements. Visitors and employees that decide to not comply with identified safety requirements (adhering to staying on the prescribed route and obeying signage) would be inherently accepting such risks of their own accord.
Proposed Action	PA-68	Project design and operation will take into consideration any mitigations and other management requirements identified in the EIS and associated consultations that are required to be implemented in order to avoid or minimize the potential for adverse impacts.
Proposed Action	PA-69	Please see response PA-60.
Proposed Action	PA-70	Please note that the Proposed Action has been revised to include only the 100-degree trajectory. Requirements for authorization of other trajectories are clearly stated in the EIS.
Proposed Action	PA-71	To improve clarity and provide consistency between the EIS and Launch Site Operator License (LSOL) application, the language throughout the EIS has been revised to better illustrate areas where public access may be limited during launch and test operations. As such, use of the representative hazard area has been discontinued. Instead, where appropriate, the terms Overflight Exclusion Zone (OEZ) and Limited Access Area are used (described in Section 2.1.2.5 of the EIS). The OEZ for a small launcher is depicted in the LSOL application, and it is the area where no public access would be allowed during

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		<p>launch and test operations. The Limited Access Area includes both land and water areas with limited access controlled in accordance with the Security Plan.</p> <p>While the United States Coast Guard has developed a composite Limited Access Area based on a range of trajectories, the USCG will develop Limited Access Areas corresponding to specific small launch vehicles as required.</p>
Proposed Action	PA-72	The Applicant's LSOL does not reflect the requirement for each launch operation to include a wet dress rehearsal and static fire engine test, only that up to 12 of each could occur within a year. Further, the OEZ for test operations is substantially smaller than the OEZ and Limited Access Area for launch operations (described in Section 2.1.2.5 of the EIS). As explained in the EIS, "authorized persons" (as described in Section 1.4.2 of the EIS) would be allowed within the Limited Access Area. The public will be excluded from the OEZ, which is also smaller for test operations.
Public Involve	PI-01	The meeting referenced was actually on April 12 th 2018 at 1pm, the FAA participated at the request of a private citizen, and was meant to be an unofficial informational discussion outside the NEPA process. The citizen request indicated it was to be a private meeting and that is how the FAA approached the meeting. Opportunities for public participation on the Draft EIS began with the scoping period in November 2015 and media inquiries included the two public hearings, as well as the extended 90-day public comment session for the Draft EIS.
Public Involvement	PI-02	The required comment period for a draft EIS is a minimum of 45 days (see 40 CFR § 1506.10(c), CEQ Regulations). The lead agency may, at its discretion, extend this comment period for any length of time. FAA felt that increasing the commenting time limit for the first Draft EIS three-fold to 180 days would negatively affect the timeliness of the NEPA process. As a result, due to public requests for extension the FAA compromised by doubling the commenting period for first Draft EIS from 45 days to 90 days.
Public Involvement	PI-03	NEPA does not require responses to scoping comments. NEPA does require responses to comments on the Draft EIS. These are included in Appendix A of the EIS. FAA is not required to respond to comments on the Final EIS; however, all comments received will become part of the administrative record and will be considered during the decision-making process.
Public Involvement	PI-04	FAA has met its legal responsibilities for Public Involvement and Commenting under NEPA for the Draft EIS. Opportunities for public/stakeholder participation in the NEPA process began in November 2015 with the initiation of the scoping process, and will conclude at the end of the Final EIS waiting period (which lasts 30 days). FAA provided opportunities for public involvement during the Draft EIS public comment period (90 days). Interested parties can submit comments and inquiries at any time during the NEPA process; however, in order for public concerns to be addressed in the EIS comments need to be received within a set timeframe. FAA is initiating the 30-day pre-decisional waiting period for the Final EIS. The U.S. Environmental Protection Agency's Notice of Availability of the Final EIS, published in the <i>Federal Register</i> , starts the 30-day waiting period. FAA is not required to respond to comments on the Final EIS; however, all comments received will become part of the administrative record and will be considered during the decision-making process. A complete description of the public involvement process for this EIS is provided in Section 1.5 of the EIS.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Public Involvement	PI-06	Guidance contained in the CEQ Regulations and FAA Order 1050.1F requires the preparation of a Supplemental EIS if the agency makes substantial modifications in the proposed action that are relevant to environmental concerns or there are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. FAA made its decision to prepare a Final EIS, rather than a Supplemental or revised Draft EIS, in part based on its belief that the modifications to the Proposed Action associated with the Camden County Board of Commissioners' (the County's) amended application were not "substantial" in the context of presenting new or additional potential impacts beyond the scope already addressed in the Draft EIS.
Purpose-Need	PN-01	The purpose and need for the proposed action is discussed in Section 1.3 of the EIS.
Purpose-Need	PN-02	The purpose and need for the proposed action, as discussed in Section 1.3 of the EIS, is evaluated and identified in the Camden County Strategic Plan, which is incorporated by reference. Under the circumstances the FAA does not independently verify the projected economic impacts of the project.
Purpose-Need	PN-03	The purpose and need is not presented as a "compound" purpose and need. While the County's purpose and need for the spaceport and the FAA's purpose and need for LSOL application and environmental review are inter-related in the sense that without the LSOL application from the County there would be no need for application or environmental review both are wholly separate. The County's purpose and need for the spaceport is clearly stated (Section 1.3.1), selection criteria were established based on the County's purpose and need (Section 2.3.1.1), and alternatives were evaluated (Section 2.3.1.2). FAA's stated purpose and need is strictly associated with the purpose of the FAA's application and environmental review responsibilities under EO 12465, Commercial Expendable Launch Vehicle Activities (49 Federal Register [FR] 7099, 3 CFR, 1984 Comp., p. 163), and the Commercial Space Launch Act of 2015 (51 U.S.C. §§50901–50923) as amended by the U.S. Commercial Space Launch Competitiveness Act of 2015 (Public Law 114-90). FAA's need for LSOL application and environmental review is strictly associated with the need to meet the statutory direction from Congress under the Commercial Space Launch Act. FAA would deny a LSOL if a proposed site does not meet FAA regulatory launch site criteria. As a result, as part of the site evaluation and selection process FAA launch site criteria are typically utilized as part of the evaluation process, as it would be imprudent for an applicant to not consider FAA requirements before identifying a potential site and submitting an application for review.
Purpose-Need	PN-04	Notional design and layout of the proposed spaceport is provided in Section 2.1 of the EIS. A specific need for each facility is not required to be stated, only the need for the Proposed Action. Alternatives for implementing the Proposed Action are based on optimal site layout to meet licensing and operational requirements.
Safety	SA-01	The scope of the EIS does not include a detailed safety analysis of launch operations; but they would be conducted as part of the launch licensing process for each launch. An independent safety review by the FAA would be conducted that considers the type of launch vehicle, payload, and trajectory proposed and would addresses all aspects of a launch, from pre-launch activities through any landings). Environmental impacts of potential mishaps are discussed in Section 2.1.2.7 of the EIS. The scope of analysis in this EIS is focused on the potential environmental impacts associated with a mishap in general. More information on safety is found in Appendix B of the EIS. While the safety review process is not a public

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Area	Comment Response ID	FAA Response
		process due to proprietary information provided by launch operators, the FAA would not approve a launch unless it complies with all required FAA safety requirements, to include mishap, loss and damage thresholds.
Safety	SA-02	<p>Emergency response procedures would be defined by the FAA safety review process for individual launches, which is outside the scope of the EIS. Camden County would enter into agreements with local emergency responders for each launch and response mechanisms and personnel would be on hand to address any potential fire issues.</p> <p>Emergency response procedures would be developed in conjunction with the NPS and the appropriate emergency response agencies for the jurisdictions around the spaceport (including for Cumberland Island and Little Cumberland Island). But, the details of emergency response requested by many of the commenters are beyond the scope of this EIS. However, note that statements in the EIS that the procedures would be put into place for post-launch failure emergency response is a commitment to the development of plans that would include provisions to address these concerns. Also note that as indicated in Chapter 6 of the EIS, Spaceport Camden would be required to develop a Wildland Fire Management and Burn Plan in coordination with the USFWS and GDNR at least six months prior to Spaceport Camden development.</p>
Safety	SA-03	<p>Clarification of the failure rate has been added to Section 2.1.2.7. A “failure” generally describes a situation where the vehicle does not perform as intended such as when the vehicle fails to inject payload into (or near) intended orbit, and does not necessarily include a catastrophic failure that would result in an explosion or crash. The different types of failures include pad failure (occurs before the launch, generally a catastrophic destruction of the launcher and/or its payload); launch failure (occurs when the launcher fails to place its payload(s) into Earth orbit); orbital failure (occurs when the payload(s) fail to reach its proper orbit); mission failure (occurs when it is considered that the mission was not accomplished [for example, a probe that crashes on (or passes by) its intended target]); and end-of-mission failure (occurs when, generally, the payload is not recovered as intended). The 2.5%-6% failure rate represents a global failure rate over a long history of rocket development, and includes many types and sizes of lift vehicles, propellant types, and various types of failures. The probability of a launch failure that results in any impacts on Cumberland Island, Little Cumberland Island or any other area would be smaller than the overall launch failure probability. As noted below the safety criteria that FAA uses for the approval of a launch impose much lower probabilities on impacts from launch failures.</p> <p>Launching agencies have continually refined their designs and processes to achieve very high reliabilities. According to Spacelaunchreport.com, in this decade beginning 2010 to December 31, 2017 there is an overall global success rate of 94%, with 670 launches and 37 failures world-wide; this includes all types of vehicles and propellant types. Reliability statistics for many of the active launch vehicles can be found at Spacelaunchreport.com (2018).</p> <p>More recently, since the beginning of 2015 through April 26, 2018, there have been 301 known orbital launch attempts operated by eight nations from space ports in eight countries, 14 of which failed. Of the 301 launch attempts 82 occurred in the U.S.; with two failures. One of these failures was a Falcon 9 v1.1 launch and the other was an experimental rocket (SPARK). Falcon 9 v1.1 was the second version of SpaceX’s Falcon 9 medium-class liquid-fueled orbital launch vehicle and could be considered representative of the types of vehicles that would be launched at Spaceport Camden. The one failure occurred approximately 138 seconds after launch wherein the rocket broke apart over the Atlantic Ocean. There was an</p>

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Area	Comment Response ID	FAA Response
		<p>additional failure where a Falcon 9 rocket was destroyed during pre-launch testing on the pad at Cape Canaveral. The SPARK, an experimental launch vehicle with solid fuel propellant, failed on its inaugural test flight approximately one minute after liftoff. (Spacelaunchreport.com, 2018a; Spaceflight101.com, 2018). Solid-fueled vehicles, and experimental flights (such as the SPARK), are not proposed at Spaceport Camden, are not part of the actions addressed in this EIS, and would require a separate licensing permit and review.</p> <p>Each launch license undergoes a rigorous safety review that not only accounts for the launch vehicle and its reliability statistics, but the associated fuel types, payload and individual trajectory. As part of the license application the FAA requires launch providers to demonstrate compliance with risk limits as defined in 14 CFR 417.107, 431.35 (for reusable launch vehicles), and 435.35 (for reentry of an other than reusable launch vehicle) which limit the risk from launch to an individual to 1x 10-6 per mission (a one in a million chance). Regardless of the accident probability, FAA launch safety requirements limit risk (defined as the expected number of casualties) from all hazards (debris, toxic releases, and blast overpressure) from a launch accident to 1 x 10-4 (a less than one in 10,000 chance) during any launch. Based on past safety performance, the FAA has set a performance goal of zero launch accidents resulting in fatalities, injuries, or significant damage. Over the past 25 years there have been no fatalities, serious injuries or significant property damage to the uninvolved public from commercial space launch activities licensed or permitted and monitored by the FAA (FAA FY 2017 Portfolio of Goals).</p> <p>Based on the information provided above, the success rate of a launch is based on many factors, to include the vehicle type, fuel type, payload, trajectory, and other aspects. Each launch license safety review takes these issues into account. This has been clarified in the EIS.</p>
Safety	SA-04	The public would be given ample notification prior to a launch, as discussed in Section 2.1.2.5 under “Public Notification of Launch Operations.”
Safety	SA-05	<p>The trajectory included in the EIS is consistent with the trajectory as identified in the Camden County Launch Site Operator License Application. The Limited Access Area (and OEZ) depicted in the EIS is a composite Limited Access Area associated with a trajectory range of 83-100 degrees (described in Section 2.1.2.5 of the EIS). Limited Access Areas for each vehicle launch are launch specific and are dependent on a number of factors, including the launch vehicle type, fuel type, payload, and mission requirements (e.g. final mission orbit needs). FAA would conduct a rigorous safety review of each launch license application to account for these factors, and Camden County and the launch operator would be required to coordinate with any affected agency. Coordination requirements are discussed in Section 2.1.2.5 of the EIS.</p> <p>As used in this EIS, the Limited Access Area encompasses areas that could potentially be affected by debris from a launch failure. Additional information about Limited Access Areas is provided in Section 2.1.2.5.</p>
Safety	SA-06	While challenging, closure and clearance activities in support of closure areas are standard practice for military, NASA, and commercial space missions along the east, west, and Gulf coasts. Coordination and notification requirements for clearance activities are discussed in Section 2.1.2.5 of the EIS.
Safety	SA-07	Safety and security procedures are discussed in detail in Section 2.1.2.5 and Appendix B of the EIS.

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Area	Comment Response ID	FAA Response
Safety	SA-08	"Authorized persons" is not a term utilized by the FAA. It is a term utilized by Camden County to represent those persons (e.g., residents, vacation house owners, permit-holding campers, and NPS personnel) that would be allowed to remain within safety areas provided safety analysis of the proposed launch meets FAA safety and casualty requirements. Ensuring that every launch meets these regulatory requirements meets FAA's statutory requirement to protect the health and safety of the public and does not transfer that responsibility to members of the public. The term has been adopted by the EIS as a convenient way to identify these members of the public and carries no legal obligation nor places any requirement on the part of members of the public. The decision to stay or leave the area during the launch would be theirs to make and there would be no restrictions on their ability to access their property during a launch. Camden County and the launch operator will be required to demonstrate that a particular launch can be conducted safely, accounting for the presence of these members of the public within the safety area (but not within any overflight exclusion zone), prior to FAA issuance of a launch operator license. By identifying the number of people who can reasonably be expected to be within the safety area, i.e., authorized persons, the launch operator would be able to analyze and FAA determine whether a launch would meet FAAs launch safety requirements. This has been clarified in the EIS.
Safety	SA-09	FAA regulations do not prohibit the presence of the public within the OEZ (described in Section 2.1.2.5 of the EIS). Instead the FAA regulations protect the public by limiting the accident risks for a specific launch to individual members of the public, the public in general, and property by ensuring that the accident risks are very low and meet the FAA safety criteria. FAA safety regulations; 14 CFR 417, 14 CFR 431 and 14 CFR 433; define safety limits for individuals and the total population that must be met for each launch. FAA limits risks from a launch to 1×10^{-6} to an individual per mission (a one in a million chance). FAA launch safety requirements limit population risk (defined as the expected number of casualties) from all hazards (debris, toxic releases, and blast overpressure) from a launch accident to 1×10^{-4} (a less than one in 10,000 chance) during any launch. An overflight exclusion zone (defined as a portion of a flight corridor which must remain clear of the public during the flight of a launch vehicle) would be defined if the presence of a member of the public in that area would violate the safety requirements. Cumberland Island and Little Cumberland Island are not within any projected Overflight Exclusion Zones.
Safety	SA-10	The Proposed Action has been revised to remove returns and associated landings, both on land and in the water. As a result, this comment is no longer applicable.
Safety	SA-11	The security plan is beyond the scope of this EIS. However, as stated in the EIS, the spaceport and the launch operator would have several program plans and procedures to address the issues raised in the comment. Program plans would include, but not be limited to, site Security Plans, emergency response plans, hazardous waste management plans (including a Hazardous Materials Emergency Response Plan), and a Spill Prevention, Control and Countermeasure Plan. All activities at the spaceport would have to be performed in accordance with relevant Federal, State, and local laws and regulations.
Safety	SA-12	A number of commenters expressed concerns that the draft EIS did not find detailed impacts of potential rocket accidents that could impact the nearby waters and land areas, including those on and near Cumberland and Little Cumberland Islands. The draft EIS did, in fact, present impacts of potential accidents (called launch failures) throughout the document. Potential

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Area	Comment Response ID	FAA Response
		<p>launch failure scenarios were described in detail in Draft EIS Section 2.1.2.7 (page 2-34). Launch failures associated with the return of the first stage were presented in Draft EIS Section 2.2.2.8 (page 2-40) and described as similar to launch scenarios. However, the proposed action has now been revised to remove returns and landings. The potential environmental impacts of the failures was addressed in Chapter 4. Rather than consolidate the impacts in a single section, the impacts of potential launch failures were addressed in the appropriate impact section of Chapter 4, Environmental Consequences. Impacts of launch failures to air quality were addressed in Section 4.1.1.3 (page 4-3). Impacts of launch failures to biological resources and habitat and emergency procedures that would be in place to mitigate these potential impacts were addressed in Draft EIS Section 4.2.1.2 (page 4-20). The potential for hazardous materials/ waste releases in the event of a launch failure and possible outcomes include fires, explosions, or releases of propellants or other hazardous materials were presented in Draft EIS Section 4.7.1.2 (page 4-42). In case of a launch failure or other vehicle accident, clean up and recovery of components would be performed to minimize impacts on lands. Potential adverse impacts to wetlands and surface waters associated with launch failures were addressed in Draft EIS Section 4.14.1.2 (page 4-125 to 4-126).</p> <p>In all cases, the descriptions and level of details of impacts of accidents or launch failures presented in the EIS are similar to those presented in other rocket launch NEPA documents prepared for FAA, NASA, and the U.S. Air Force. This is especially true when the proposed action in the other FAA, NASA, and U.S. Air Force might involve use of a broad range of launch vehicles. In those cases, specific launch vehicles and detailed launch scenarios may not be known at the time of the NEPA document preparation. As with this EIS, general assumptions have to be made about the types of launch vehicles and potential uses and trajectories of those vehicles. Potential impacts of accidents or launch failures have to be somewhat general in nature due to the fact that these are accidents and the specific outcomes always have some uncertainty and are specific to certain launch vehicles. The potential environmental impacts described in this EIS are consistent with those presented in the other FAA, NASA, and U.S. Air Force rocket launch NEPA documents.</p> <p>The somewhat unique aspect of evaluating the impacts of accidents or launch failures with the Proposed Action in this EIS is that the rockets would launch over a narrow strip of populated land, while most other NEPA documents address launches that are either over water or largely unoccupied lands. Cumberland and Little Cumberland Islands are five or more miles downrange and could be under the rocket flight path and potentially impacted by rocket debris in an accident. The physics of the flight paths of rocket debris are well known and this is used to establish the hazard corridors under the flight paths of the rocket. There is only a small timeframe during the rocket flight where a failure could result in direct impacts to either island. Thus, even if there were a rocket failure during a launch the overall probability or likelihood of debris falling on either island is small. While the general probability of accidents impacting either island is known to be small compared to the overall probability of a launch failure, calculation of the specific probability or likelihood requires knowledge of the specific details of the rocket and launch details.</p> <p>Fortunately, there is a FAA launch approval process that requires specific evaluation of each launch by the FAA to ensure that the public and environment are adequately protected. This process is described in Response SA-01.</p>

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Area	Comment Response ID	FAA Response
Safety	SA-13	The impacts of “routine mishaps (e.g. fuel spills)” have been discussed in multiple sections of Chapter 4 of the EIS. Mitigation measures to limit the impact of these events have been identified in Chapter 6 of this EIS.
Safety	SA-14	The information requested is not within the scope of the EIS.
Safety	SA-15	The Proposed Action has been revised to include only small launch vehicles. The representative rocket analyzed in the EIS is sized to encompass all rockets within the small launch category designated in FAA regulations. The launch of any launch vehicle that does not fit the criteria (including size and fuel type) used for the representative launch vehicle would require additional NEPA analysis prior to its use at Spaceport Camden.
Safety	SA-16	Hazard area is not the same as the overflight exclusion zone. As defined in FAA regulations the overflight exclusion zone is that area within the flight corridor that defines the area where the public risk criteria would be exceeded if one person were present in the open. As defined in this EIS the hazard area encompasses areas that could potentially be affected by debris from a launch accident. These are not the same areas/zones. The hazard area definition is a less detailed description of the FAA flight corridor. (From App B of 14 CFR 420: The launch area of a flight corridor reflects the extent of launch vehicle debris impacts in the event of a launch vehicle failure and applying local meteorological conditions. The downrange area reflects the extent of launch vehicle debris impacts in the event of a launch vehicle failure and applying vehicle imparted velocity, malfunctions turns, and vehicle guidance and performance dispersions.) The terms hazard area and flight corridor can be considered to be equivalent. To eliminate confusion, the EIS has simplified the terms used for areas with controlled access during launch operations. The term “closure area” is no longer used and only Limited Access Area (LAA - consistent with that term’s use by the U.S. Coast Guard) and overflight exclusion zone (OEZ) are used. LAAs and OEZs are established to allow the launch operator to restrict access to and limit the number of people (see SA-08 and SA-09) within the these areas ensuring that the analysis performed as part of the launch license remains applicable to conditions at launch. The EIS has been revised to consistently use only Limited Access Area and overflight exclusion zone (OEZ) – these are described in Section 2.1.2.5 of the EIS. The OEZ is defined in 14 CFR 420.5 as “a portion of the flight corridor which must remain clear of the public during the launch of a flight vehicle.” The Limited Access Area represents both the land and water area controlled in accordance with the Comprehensive Launch Plan and is with consistent with Camden County’s Launch Site Operators License Application pursuant to 33 CFR §§165.5, 165.20. For each launch, the Limited Access Area would encompass the hazard area as described in App B of 14 CFR 420.
Safety	SA-17	The commenter’s reference to nuclear payloads presumably refers to payloads that carry nuclear material in excess of small quantities of material such as those used for instrument calibration. Such small quantities of radioactive material have been shown not to be a safety concern. Nuclear payloads, and the risks associated with launching such payloads, have not been addressed in this EIS. Should any launch operator plan a launch with a nuclear payload additional Federal review, FAA launch licensing review and NEPA analysis would be required.

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Area	Comment Response ID	FAA Response
Safety	SA-18	FAA launch site licensing requirements address size of the launch site to ensure that any reasonable pre-launch accident is confined to the area within the launch site boundary. Spaceport Camden was sized to meet this requirement.
Safety	SA-19	While the development of the suggested plan is beyond the scope of this EIS, FAA requirements in 14CFR 417 require the development of a flight safety plan
Safety	SA-20	The EIS has been revised to include SUBASE Kings Bay in the development and implementation of the Security Plan, particularly with regards to the use of UAS.
Safety	SA-21	The use of terms such as unlikely in a qualitative assessment is consistent with assessments performed in many EIIs and is appropriate for use in describing events with the probability associated with launch failure (see Section 2.1.2.7 of the EIS).
Safety	SA-22	FAA will coordinate with the NPS as a cooperating agency on this proposed action.
Safety	SA-23	An assessment of safety of the local population due to the increase in traffic in the area was not performed for the EIS. However, note that as indicated in the EIS it is envisioned that similar or less traffic than during the industrial days of the site may be present in the area between launch and pre-launch periods. This statement is in reference to when Bayer CropScience/ Union Carbide Corporation operations were ongoing. Traffic impacts associated with the operation of the spaceport, including public safety, would therefore be similar or less than impacts seen in the area in the past.
Safety	SA-24	Camden County is continuing to coordinate with GDNR with respect to the Coastal Zone Management Act and associated federal consistency certification. Camden County, the FAA, and GDNR have agreed to a phased concurrence process. Camden County will provide GDNR with information necessary for GDNR to make a reasoned decision on the consistency of the proposed project (see 15 CFR § 930.58(3)(c)). Consistent with the standard LSOL process, several of the referenced plans may not be finalized prior to issuance of the ROD on the LSOL application.
Safety	SA-25	Additional language/analysis has been added throughout the FEIS where appropriate discussing types of potential debris and associated impacts that may occur as a result of a launch failure (see Section 2.1.2.7 of the EIS).
Safety	SA-26	Flight safety is addressed in the EIS. FAA regulations allow for the overflight of private property assuming risk criteria are met.
Section 4(f)	SF-01	The analysis of Section 4(f) use has been updated in the Final EIS. Because a smaller representative vehicle is now proposed, proximity-related impacts from noise and visual impacts will be less than those considered in the 2018 Draft EIS. Additionally, the possibility of closures and restricted access of Section 4(f) properties was evaluated for the Final EIS and in their application, Camden County has proposed that closures and restrictions would not occur due to launch activities. FAA maintains the position that the Proposed Action would not result in use of any Section 4(f) properties and welcomes the opportunity to discuss this with all officials with jurisdiction over Section 4(f) properties upon request.
Section 4(f)	SF-02	The Final EIS has been updated to reflect the change recommended by the commenter.
Section 4(f)	SF-03	An analysis of the visual effects resulting from the construction and operation of the proposed spaceport including the lightning towers, water tower and other elements was addressed in Section 4.13 of the 2018 Draft EIS. As noted in that

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Area	Comment Response ID	FAA Response
		section, the project elements that are anticipated to rise above the surrounding forest would generally be visible, but subordinate to the larger viewshed except in near and middle distance locations. These project features would be visible, but not dominant from the western shore of Cumberland Island National Seashore. Section 4.5 of the Final EIS has been updated to include additional description of the visual effects of the facility elements.
Section 4(f)	SF-04	In their application, Camden County has proposed that the construction and operation of the project would not require evacuations, closures, or access restrictions of the areas identified by the commenter. Section 4.5 of the Final EIS has been updated to reflect this.
Section 4(f)	SF-05	<p>The commenter is likely referring to Georgia's Colonial Coast Birding Trail. This is not a discrete property, but rather is a series of sites along the coast that offer birdwatching opportunities. Sites included in the trail include Cumberland Island National Seashore, Jekyll Island, and Crooked River State Park. These properties were included in Section 4(f) analysis in the 2018 Draft EIS.</p> <p>The Gullah Geechee Heritage Trail is not a park or a single site visitors can tour, but comprises many historically and culturally significant places as well as communities where people live and wish to maintain their privacy. Only those that are open and available to the public need to be included in a Section 4(f) analysis. Culturally and historically significant sites included in the heritage trail include Cumberland Island National Seashore, which is already considered in the Section 4(f) analysis.</p> <p>None of the sites that are part of the Western Hemispheric Shorebird Reserve Network are located within the ROI for the construction and operation of the spaceport. The closest site—the Altamaha River Delta—is approximately 28 miles away from the proposed spaceport site. Possible Section 4(f) properties outside the ROI are not addressed in the EIS.</p>
Section 4(f)	SF-06	<p>Section 4.5.1 of the 2018 Draft EIS included an assessment of the potential for the construction and operation of the Proposed Action to result in the use of Section 4(f) properties. This included an assessment of the potential for constructive use for reasonably foreseeable impacts. Section 4.5 of the 2018 Draft EIS included FAA's preliminary Section 4(f) determination for Section 4(f) properties within the region of influence including, but not limited to Cumberland Island National Seashore. FAA evaluated the potential for the project to result in a use of Section 4(f) properties resulting from noise impacts during construction, and from visual and noise impacts during launch and landing activities. As described in the 2018 Draft EIS, FAA came to the preliminary determination that the project would not result in a constructive use of Section 4(f) properties. The basis for FAA's preliminary determination of no constructive use from visual and noise impacts associated with the Proposed Action is described in Section 4.5.1 of the 2018 Draft EIS. Section 4.5 of the Final EIS has been updated to include FAA's final determination that the Proposed Action would not result in constructive use of Section 4(f) properties resulting from noise or visual impacts.</p> <p>FAA did not include a preliminary Section 4(f) determination for potential use resulting from closures or restricted access to Section 4(f) properties resulting from the project in the 2018 Draft EIS because sufficient information about the extent and duration of closures was not known at that time. However, subsequent to the publication of the 2018 Draft EIS, FAA obtained additional information allowing for the evaluation of potential use of Section 4(f) from access restrictions and</p>

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Area	Comment Response ID	FAA Response
		<p>closures resulting from the project. FAA also consulted with the U.S. Coast Guard (USCG) regarding proposed Limited Access Area (described in Section 2.1.2.5 of the EIS) establishment and related waterway closures during rocket tests, launches, and landing operations and the potential for closures to restrict access to Cumberland Island National Seashore. In a call with FAA on August 19, 2019, USCG confirmed that the range of Limited Access Areas proposed for the project would not result in closures of either of the docks used to provide public ferry access to Cumberland Island National Seashore and the public would still have access to Cumberland Island National Seashore when Limited Access Areas are in effect. Section 4.5 of the Final EIS has been revised to include the Section 4(f) determination that no constructive use of Cumberland Island National Seashore would occur as a result of closures or access restrictions from Limited Access Areas during launch and landing activities based on the information described above. No other properties eligible for protection under Section 4(f) would experience closures or access restrictions resulting from the operation of Spaceport Camden. FAA's final Section 4(f) determination has also been updated in the Executive Summary of the Final EIS.</p> <p>FAA would be required to consider and document all possible planning to minimize harm to Section 4(f) properties after determining that there are no feasible and prudent alternatives that avoid the use of Section 4(f) properties. Because the Proposed Action would not result in a use of a 4(f) property, all possible planning to minimize harm in the context of Section 4(f) is not required. However, Chapter 6 of the Final EIS describes mitigation measures that may be implemented to avoid or minimize identified adverse impacts in Chapter 4, Environmental Consequences, associated with the Proposed Action.</p>
Section 4(f)	SF-07	Section 4.5 of the 2018 Draft EIS includes FAA's preliminary Section 4(f) determination. The final Section 4(f) determination is found in Section 4.5 of the Final EIS. The Final EIS also includes all comments made on the 2018 Draft EIS and responses.
Section 4(f)	SF-08	FAA has determined that the construction and operation of the project would not require evacuations, closures, or access restrictions of the areas identified by the commenter. Section 4.5 of the Final EIS has been updated to reflect this determination.
Socioeconomics	SO-01	Potential impacts to socioeconomics in the area are discussed in Section 4.12 of the EIS. Potential socioeconomic impacts resulting from construction activities under the Proposed Action are discussed in Section 4.12.1.1. Potential socioeconomic impacts resulting from operation activities under the Proposed Action are discussed in Section 4.12.1.2. Mitigations that would serve to minimize or avoid adverse impacts are provided in Chapter 6.
Socioeconomics	SO-02	Clearance activities would be conducted in concert with local agencies, and the entire burden would not fall upon the NPS. Given that clearance requirements are launch specific it cannot be determined at this time what the potential NPS staffing or budget needs may be to support launch activities. This would require coordination between Camden County and the NPS and is outside the scope of the EIS.
Socioeconomics	SO-03	Section 2.1.2.5 of the EIS provides details on Pre-launch activities including the duration and frequency of closures as well as advanced public notification of closures. Chapter 6 of the EIS provides recommended measures to minimize adverse impacts. Based on information provided in Table 2.1-6 of the EIS, closures would occur for up to 3.5 hours during each

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Area	Comment Response ID	FAA Response
		launch, which equates to a total of 42 hours per year. Potential impacts to economic activity including commercial and recreational fishing are discussed in Section 4.12.
Socioeconomics	SO-05	The EIS has been revised as follows: "Camping capacity at Sea Camp Campground is currently 136 people. This includes a camping capacity of 96 at Sea Camp, with an additional 20 people at each of the two group sites there. Total camping capacity at each of the other four campsites is 24."
Socioeconomics	SO-06	Public Law 108-447, 118 Stat.3072 (December 8, 2004) has been included in the Regulatory Section. Discussion of the Lands and Legacies Tour has been included in Section 3.12.1.3, Existing Conditions [Socioeconomics], and potential impacts within the context of the revised Proposed Action has been added to Section 4.12.
Socioeconomics	SO-07	The EIS has been revised as follows: "Hunts are scheduled up to 2 years in advance."
Socioeconomics	SO-08	Section 4.12.1.2, Operation [Socioeconomics, Economic Activity], has been edited to indicate that reservations made 6 months in advance include reservations for the ferry, camping, and the Lands and Legacies Tour.
Socioeconomics	SO-09	Based on text from the National Park Service website, text has been included to indicate, that "As of February 1, 2019, there were three docks available for day use including Sea Camp dock inside the northern extension, the Dungeness dock on the northern extension, and all of Plum Orchard dock (NPS, 2019c)."
Socioeconomics	SO-10	Additional discussion of potential commercial and recreational fishing available in the ROI and potential impacts have been included to Section 3.12 and 4.12. Potential impacts discussed in the EIS are as a result details specific to the EIS including the size of the launch vehicle, the 100 degree trajectory and the specific composite USCGS Limited Access Area (described in Section 2.1.2.5 of the EIS) associated with the 100 degree trajectory, and the time and duration associated with each launch.
Socioeconomics	SO-11	Residents located on Cumberland Island National Seashore are discussed in Section 4.12.1 of the EIS. Text has been added to Sections 3.12 to clarify that Little Cumberland Island and Cumberland Island National Seashore are part of the affected region and Section 4.12 discusses the potential impacts to residents at Little Cumberland Island and Cumberland Island National Seashore.
Socioeconomics	SO-12	Section 3.12 identifies the number and types of structures located on Cumberland Island and Little Cumberland Island. Information on the types of structures owned by the Little Cumberland Homes association as provided has been added to Section 3.12.
Socioeconomics	SO-13	Text has been added to Section 3.12 to clarify that Little Cumberland Island and Cumberland Island National Seashore are part of the affected region and Section 4.12 discusses the potential impacts to residents at Little Cumberland Island and Cumberland Island National Seashore within the context of the revised Proposed Action.
Socioeconomics	SO-14	The risk of damage to structures due to noise has been evaluated in Section 4.11.1.2 and in Appendix C, Noise Study. Given the revised Proposed Action the potential for noise-related damage is extremely low. Camden County intends to provide a means for submitting damage claims on the Spaceport Camden website prior to the first launch.

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Area	Comment Response ID	FAA Response
Socioeconomics	SO-15	<p>There are no homes located under the 100-degree trajectory. The nearest structure to the trajectory is a tenth of a mile north of the trajectory line. Insurance companies use numerous factors to assess risk. Section 2.1.2.7 of the EIS describes the possibility of a launch failure (see Section 2.1.2.7 of the EIS). As described in this section, the probability of a launch failure being catastrophic, such that it would have potential to adversely affect the environment or public health and safety, is a significantly lower percentage of the overall failure rate. As such, insurance rates would not be anticipated to increase as a result of the risk associated with spaceport operations. As stated in Section 2.1.2.7, there have been no fatalities, serious injuries or significant property damage to the uninvolved public (i.e., persons/properties not involve in launch activities) from commercial space launch activities licensed or permitted and monitored by the FAA (FAA FY 2019 Portfolio of Goals). Regardless, Camden County intends to provide a means for submitting damage claims on the Spaceport Camden website prior to the first launch.</p>
Socioeconomics	SO-16	The last paragraph of the Tourism section identified by the commenter has been deleted.
Socioeconomics	SO-17	Information on 2013-2017 Recreational Fisheries Catch & Effort Estimates Using the New Fisheries Effort Survey, Glynn & Camden Counties, Georgia from the Georgia Department of Natural Resources, Coastal Resources Division has been included to Section 3.12.
Socioeconomics	SO-18	<p>The EIS has been revised to clarify that “authorized persons,” as described in Section 1.4.2 of the EIS, would have the same rights of access on Little Cumberland Island and Cumberland Island as they currently experience. Marshlands and tidal areas that may fall within restricted areas (OEZ) (described in Section 2.1.2.5 of the EIS) would remain open for public use and enjoyment outside of times in which portions may be closed during pre-launch and/or launch related closures. Based on information provided in Table 2.1-6 of the EIS, closures would occur for up to 3.5 hours during each launch, which equates to a total of 42 hours per year. Citizens incurring property damage or loss of income due to Spaceport operations would be able to contact Camden County for established procedures to file damage claims. Camden County intends to provide a means for submitting damage claims on the Spaceport Camden website prior to the first launch. Parts of the USCG Limited Access Area outside of the OEZ (described in Section 2.1.2.5 of the EIS) may have persons present or be available for transit with the permission of the Captain of the Port (COTP) pursuant to 33 CFR 165.20; Notices to Mariners (NOTMARs) and Notices to Airmen (NOTAMs) would also be disseminated. Public notification would be disseminated via multiple channels, including dynamic messaging signs, social media announcements, and on County-maintained websites. Notifications would include intended date, time, and location of Limited Access Area activation, the expected dimensions for the Limited Access Areas, durations, and backup closure dates and times. Camden County and/or the launch operator would post written notices of the date, time, and the proposed Limited Access Areas at several locations, including public boat ramps frequented by recreational and commercial fishermen, as well as in local newspapers. Implementation of measures identified in Chapter 6 of the EIS such as avoiding or minimizing launch operations that require closure areas on weekends, holidays, scheduled hunts, and during organized fishing tournaments in the vicinity, as well as posting closure dates/times at all public access points within 10 miles of proposed closure areas, including public boat ramps would avoid or minimize adverse impacts.</p>

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Socioeconomics	SO-19	Discussion on the potential impacts resulting from the revised Proposed Action, including potential impacts to tourism, commercial and recreational fishing have been added to the Socioeconomics analysis. Potential impacts to these in the event of a launch failure (see Section 2.1.2.7 of the EIS) are also discussed.
Socioeconomics	SO-21	The EIS has been revised to clarify that “authorized persons,” as described in Section 1.4.2 of the EIS, would have the same rights of access on Little Cumberland Island and Cumberland Island as they currently experience. Marshlands and tidal areas that may fall within restricted areas would remain open for public use and enjoyment outside of times in which portions may be closed during pre-launch and/or launch related closures. Based on information provided in Table 2.1-6 of the EIS, closures would occur for up to 3.5 hours during each launch, which equates to a total of 42 hours per year. Citizens incurring property damage or loss of income due to Spaceport operations would be able to contact Camden County for established procedures to file damage claims. Camden County intends to provide a means for submitting damage claims on the Spaceport Camden website prior to the first launch; Parts of the USCG Limited Access Area outside of the OEZ (described in Section 2.1.2.5 of the EIS) may have persons present or be available for transit with the permission of the Captain of the Port (COTP) pursuant to 33 CFR 165.20; Notices to Mariners (NOTMARs) and Notices to Airmen (NOTAMs) would also be disseminated along. Implementation of measures outlined in Chapter 6 of the EIS such as: avoiding or minimizing launch operations that require closure areas on weekends, holidays, scheduled hunts, and during organized fishing tournaments in the vicinity, as well as posting closure dates/times at all public access points within 10 miles of proposed closure areas, including public boat ramps would avoid or minimize adverse impacts.
Socioeconomics	SO-22	Spaceport operations would not be anticipated to significantly impact the Port of Brunswick operations. Based on information provided in Section 2.1.2.5 of the EIS, parts of the composite USCG Limited Access Area may have persons present or be available for transit with the permission of the Captain of the Port (COTP) pursuant to 33 CFR 165.20; indicating that commercial maritime traffic would be able to transit through the composite USCG Limited Access Area during closures if they received permission from the COTP. Camden County would notify the Georgia Port Authority. Notice to Mariners (NOTMARs) would also be disseminated.
Socioeconomics	SO-23	The Emerald Princess Gambling Boat in Brunswick is a casino cruise that departs out of Brunswick, Georgia and traverses 3 miles into international waters before returning to Brunswick, GA. Potential impacts to the Emerald Princess Gambling boat in Brunswick have been included to Section 4.12.
Socioeconomics	SO-24	Potential impacts to coastal Georgia tourism including the Colonial Coast Birding Trail, Cumberland Island, and other outdoor oriented tourist destinations as well as the Gullah Geechee Cultural Heritage Corridor, and the Western Hemispheric Shorebird Reserve Network are discussed in Section 4.12. The Migratory Bird Treaty Act is discussed in Section 3.2.2. Additional details on potential impacts to these resources are provided in Section 4.2 and Section 4.8.
Socioeconomics	SO-25	Residents on Cumberland Island National Seashore and Little Cumberland Island, which include Census Tracts 106.02, 102.00 and 101.00, would most likely experience the majority of direct and indirect impacts caused by the construction and operation of the Proposed Action. These census tracts are discussed in Section 3.12.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Socioeconomics	SO-22	The Proposed Action has been revised to remove returns and associated landings, both on land and in the water. As a result, this comment is no longer applicable.
Socioeconomics	SO-27	Section 3.14 provides a discussion on the regulatory setting of water resources in the Region of Influence. Section 4.14 provides a discussion on potential impacts to wetlands from spaceport operations and potential impacts to wetlands associated with launch failures (see Section 2.1.2.7 of the EIS). Potential socioeconomic impacts associated with possible damage to salt marsh/wetland is provided in Section 4.12 and based on potential impacts identified to marshes in Section 4.14.
Socioeconomics	SO-28	The potential for people to schedule trips to Cumberland Island several months in advance and the visitor experience in wilderness areas has been noted throughout the EIS including Section 3.9, 3.11, and 3.12.
Socioeconomics	SO-29	How Camden County manages tax policy is outside the scope of the EIS, and potential future taxes and voter disposition is speculative. Therefore, discussion of tax-related impacts is not included in the EIS.
Socioeconomics	SO-30	A discussion on the potential impacts to Camden County residents' quality of life has been added to Section 4.12.
Socioeconomics	SO-31	The region of influence (ROI) for socioeconomic resources is defined as Camden County, Georgia with emphasis on areas within the composite USCG Limited Access Area (described in Section 2.1.2.5 of the EIS), which includes areas on Little Cumberland Island and Cumberland Island.
Socioeconomics	SO-32	As stated in the EIS Purpose and Need, Camden County Board of Commissioners' Purpose and Need is "The need for the proposed commercial space launch site is to further the goals of Camden County as established in the County's Strategic Plan 2018, 2023, 2032 to create a strong regional economy with diverse job opportunities based on four major pillars of economic growth and sustainment, one of which is developing a world-class spaceport that would also attract businesses to support its operation." Socioeconomic impacts associated with the Proposed Action are discussed in Section 4.12.
Socioeconomics	SO-33	The data used to generate Exhibit 3.12-2 was provided by Camden County and is also used by the Appraiser. Due to the magnification used to show the entire area, it is most likely that the structures are overlapped and do not appear to be distinct. This has been clarified in the text.
Socioeconomics	SO-34	Potential impacts to socioeconomic resources including impacts to homes are discussed in Section 4.12.
Socioeconomics	SO-35	Potential impacts to employment are discussed in Section 4.12.
Socioeconomics	SO-36	The EIS acknowledges the importance of natural resources to Camden County and as part of the NEPA process assesses the potential impacts to the resources resulting from Spaceport construction and operations under normal conditions. These impacts are discussed throughout Chapter 4.
Socioeconomics	SO-37	The text throughout this discussion has been revised based on the scope of the revised Proposed Action. The section also directs the reader to Section 3.6 for additional details on forestry within the ROI. Section 3.2 provides definition and descriptions for terrestrial vegetation and habitats and terrestrial animals (including gopher tortoises and the eastern indigo snake). Vegetation types in the ROI are also discussed under Section 3.13.3.1.

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Area	Comment Response ID	FAA Response
Socioeconomics	SO-38	The text throughout this discussion has been revised based on the scope of the revised Proposed Action. A reference to Section 3.6 was also included for additional details on forestry within the ROI.
Socioeconomics	SO-39	The Proposed Action has been revised to remove returns and associated landings, both on land and in the water. Section 4.12 has been revised throughout. Potential impacts to environmental health and safety risks to children has been clarified and presented in Section 4.12.
Socioeconomics	SO-40	An Exhibit showing the Port of Savannah and the Port of Brunswick and 2017 vessel transit counts has been included to Section 3.12. Section 4.12 includes a discussion on potential impacts to shipping lanes and Georgia Ports. The Proposed Action has been revised to remove returns and associated landings, both on land and in the water. Detail on pre-launch activities such as Notices to Mariners (NOTMARS), are described in detail in Section 2.1.2.5.
Socioeconomics	SO-41	The text has been revised to note that the permanent staffing at the launch site is estimated to be approximately 77 full-time employees; the 2,000 jobs referenced in the comment are associated with estimated induced economic growth. As Spaceport Camden would be the only exclusively vertical, non-federal range on the East Coast, FAA does not feel it is appropriate to compare estimated staffing levels with other commercial spaceports around the country, as their needs are likely different. Projections of “induced growth” are speculative; therefore any discussion within the EIS regarding induced economic impacts is qualitative and numbers are only estimated.
Socioeconomics	SO-42	Section 4.12 of the EIS includes discussion on the potential economic impacts as a result of launch delays. The Proposed Action would not necessitate evacuations of the National Park, Cumberland Island residents, Little Cumberland Island residents, or visitors and staff; therefore, anticipated impacts from delays are minimal.
Socioeconomics	SO-43	As stated in Section 4.12, “Pre-launch interagency coordination among local jurisdictions; the military; and local, regional, and State agencies would help identify and address any potential compatibility issues with NSB Kings Bay (Section 2.1.2.5, <i>Pre-Launch Activities</i>).” It is assumed that coordination between the entities would not result in compatibility issues and that spaceport operations would only continue as long as they did not significantly inhibit NSB Kings Bay daily operations and missions. Potential impacts to NSB Kings Bay from construction and operation of Spaceport Camden are discussed in both the Socioeconomics and Land Use sections of the EIS.
Socioeconomics	SO-44	A discussion of inshore and offshore artificial reefs near Little Cumberland Island and Cumberland Island has been included in Section 3.12 and potential impacts to commercial and recreational user of artificial reefs has been included to Section 4.12.
Transportation	TP-01	Potential impacts to commercial shipping are addressed in Appendix I – Transportation. No significant adverse impacts have been identified. Based on information provided in Table 2.1-6, closures would occur for up to 3.5 hours during each launch, which equates to a total of 42 hours per year. This should not substantively impair commercial shipping around the spaceport as a result of operations. Adverse impacts to maritime transportation from access restrictions would be minimized through advance notice and issuance of NOTMARS. Text addressing the potential effect of closure areas on shipping and other maritime activities has been added to Appendix I.

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Area	Comment Response ID	FAA Response
Transportation	TP-02	Coordination with the U.S. Coast Guard in the determination of a Limited Access Area is described in Sections 1.4.2 and 2.1.2.5 of the EIS. Text has been added to Appendix I to clarify the USCG's role in deconfliction of traffic. Potential impacts resulting from land and maritime closures to business, including tourism, commercial fishing, and tourism/ecotourism are discussed in Section 4.12.1.2 of the EIS.
Transportation	TP-03	Section 2.1.2.5 of the EIS identifies security and safety procedures that would be in place during pre-launch activities, including emergency response and access to hazard and closure areas.
Transportation	TP-04	Based on information provided in Table 2.1-6 of the EIS, closures (including roadway) would occur for up to 3.5 hours during each launch, which equates to a total of 42 hours per year. Exhibit 2.1-10 of the EIS illustrates composite launch Limited Access Areas and restricted areas associated with the 100-degree trajectory. Impacts to traffic and transportation have been identified in Appendix I of the EIS. No significant adverse impacts have been identified as a result of analysis. Roadway closures would occur primarily on Cumberland Island National Seashore and on the access road (Union Carbide Road) to the south of the proposed spaceport site and would not have significant impacts on the roadway network outside of the identified hazard and closure areas. As indicated in Section 3.12 of the EIS and in Exhibit 3.12-3, no schools are located in proximity to the proposed spaceport site or would be affected by the representative hazard or closure areas identified in section 2.1.2.5 of the EIS or in Exhibit 2.1-10. Potential impacts to the National Airspace System are identified Appendix J of the EIS; temporary closures of existing airspace would not impact the performance and capability of the National Airspace System.
Transportation	TP-05	As indicated in section 2.1.2.5, Camden County (the launch site operator) would coordinate with multiple agencies, including the USCG, in the development of a Security Plan to prevent the public and other nonauthorized personnel from accessing the area during hazardous operations in accordance with 14 CFR Parts 417 and 420. The Security Plan would also include a process for offshore area clearance and the issuance of a Notice to Mariners. As also indicated in section 2.1.2.5, coordination with USCG would occur before and during launch day activities to ensure the closure and security of the area prior to an actual launch. Closure areas would be limited to areas such as those representative areas identified in Exhibit 2.1-10. These areas, including the Cumberland Island National Seashore and the Satilla River/Andrews Sound/Cumberland River, would be secured in such a way as to cause minimal impact to water-based activities and operations. The limitation of access to hazard areas (also identified in Exhibit 2.1-10) would roughly coincide with the timing of temporary airspace closure described in Table 2.1-6, and as such should not result in a backlog of vessel traffic through offshore areas or shipping lanes.
Transportation	TP-06	As indicated in 2.1.2.5 of the EIS, proposed Limited Access Areas and restricted areas would be developed in consultation with multiple Federal, state, and local government stakeholders, including the FAA, NPS, USCG, and GDNR to ensure the Cumberland Island National Seashore and the Satilla River/Andrews Sound/Cumberland River areas are properly secured, with minimal impact to activities and operations. As discussed in Section 2.1.2.5 of the EIS, "authorized persons" (as defined in Section 1.4.2 of the EIS) would have the same rights of access as they currently experience on areas of Little Cumberland Island and Cumberland Island located within the Limited Access Area (outside the OEZ) (described in Section 2.1.2.5 of the

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Area	Comment Response ID	FAA Response
		EIS). As indicated in Section 3.4.2, Coastal Zone Management Act of 1972 and the Georgia Coastal Management Program would be applicable to the Proposed Action.
Transportation	TP-07	The Proposed Action does not include improvements to Harriets Bluff / Union Carbide Road. Prior operations at the proposed Spaceport Camden site involved daily heavy industrial truck traffic on Harriets Bluff / Union Carbide Road, and so the traffic caused by the Proposed Action would not be abnormal compared to baseline conditions. Evaluations presented in Appendix I of the EIS about the roadway network near and leading to the proposed spaceport site were made using available Georgia Department of Transportation data for average annual daily traffic for passenger vehicles and trucks, the closest location being Union Carbide Road just east of Marys Drive. According to GA DOT, no improvements involving roadway capacity are currently planned in the area of the proposed spaceport, with the exception of a safety project including portions Union Carbide Road (striping, highway signs, and pavement markings). A short description of this project has been added to Appendix I.
Transportation	TP-08	Additional text has been added to Appendix I identifying the Atlantic Intracoastal Waterway and the Southeast Coast Saltwater Paddling Trail as significant waterway features in the area of the proposed action. Coordination and notification requirements for clearance activities (including closure areas and duration of closures) are discussed in Section 2.1.2.5 of the EIS. Access limitations in the Limited Access Area could occur for up to 3.5 hours during each launch, which equates to a total of 42 hours per year; lack of access within the Limited Access Area could last up to 12 hours on a launch/landing day should there be any delays. The limitation of access within the Limited Access Area (also identified in Exhibit 2.1-10) would roughly coincide with the timing of temporary airspace closure described in Table 2.1-6, and as such should not result in a backlog of vessel traffic through offshore areas or shipping lanes. If launch activities necessitated the rerouting of commercial waterway traffic to avoid the Limited Access Area, US Coast Guard would coordinate such an effort as needed. Text has been added to Appendix I outlining details of closure and public notification: "The County would work to provide as much advance notice as possible and expects that a minimum notice of 30 days generally would be provided. However, providing a 30-day notice may not always be possible due to launch delays or more immediate launch need." The Georgia Coastal Resources Division recommends avoiding or minimizing launch operations that require closure areas on weekends, holidays, and during organized fishing tournaments in the vicinity, as well as posting closure dates/times at all public access points within 10 miles of proposed closure areas, including public boat ramps, 30 days in advance (O.C.G.A. 12-5-320, Coastal Management Act). Closures could last up to 12 hours on a launch day, with 3.5 hours being the typical closure time for a launch. Potential Impacts to commercial and recreational fisheries have been addressed in the Final EIS, section 4.12.1.
Unavoidable	UA-01	Section 7 has been updated based on input during the DEIS public/agency review process.
Visual Resources	VE-01	Views from residences on Little Cumberland Island along the Intracoastal Waterway on the west side of the island would be similar to the description for Cumberland Wharf (Observation Point 4). To address the views for residents on the west shore, an additional viewing point (#14b) has been added to the analysis in the EIS (see EIS Sections 3.13 and 4.13). The text referred to in the comment refers to the view from Observation Point 14, on the east shore of the island. The statement is accurate for that location.

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Area	Comment Response ID	FAA Response
Visual Resources	VE-03	The EIS addresses issues of light pollution for Little Cumberland Island and specifically describes moderate to high visual and light-related impacts for two locations on the west side of the island toward the north end observation points 1 and 4) due to the sensitivity of the viewshed from the wilderness area on Little Cumberland Island. The anticipated impacts on these locations are described in Sections 4.13.1.1 and 4.13.1.2 of the EIS. Visual resource impacts for Christmas Creek on the east side of the island are described as minimal due to lack of visual line-of-site to the proposed site.
Visual Resources	VE-04	In Section 4.13, the EIS analysis acknowledges that glare can occur off-site, particularly from the required lighting for tall structures. To the extent possible, lighting design, selection and installation shall achieve the smallest footprint and duration possible for the specific functions of all outdoor lighting fixtures. Terrain and vegetation are major factors in shielding glare at specific locations. Where glare sources are not shielded, the degree of glare on individual receptors (animals, marine life, humans) could range from minor to high, depending on distance, atmospheric conditions, and sensitivity of the viewer/receptor. Lighting impacts on wildlife are addressed in more detail in Section 4.2.1 of the EIS. Lighting impacts on Wilderness resources are address in Sections 4.9.1.1 and 4.9.1.2. Section 6.13 describes the use of International Dark-Sky Association compliant fixtures and protocols for the proposed Spaceport lighting. These standards would apply except where directed by other regulations for safety purposes.
Visual Resources	VE-05	Observation Point 14 was selected to establish the visual impact to locations on the east side of Little Cumberland Island. Observation points 1 and 4 were selected as representative of impacts along the west shore of the island, in the northerly areas. The EIS includes analysis of an additional observation point on the north end of the island on the western side, representative of views from residences in that area. This change is included in Tables 3.13-1 and 4.13-1, Exhibit 3.13-1, and in text in Sections 3.13.3.1, 3.13.3.2, 4.13.1.1, and 4.13.1.2.
Visual Resources	VE-06	Spaceport Camden will implement an Artificial Lighting Management Plan to minimize the impacts of visual change, glare, sky glow and night radiance from the development of facilities and operations at the proposed facility. This plan will incorporate the mitigations outlined in Sections 6.2 and 6.13 of the EIS, and any other lighting mitigations identified in Chapter 6 to protect other resources. To the extent possible, fixture selection, placement, installation of light systems and operations would comply with IDA standards and guidelines and those used to protect sea turtles. Specifically, the lighting plan will use fixtures and practices similar to those prescribed in the Jekyll Island Authority Code of Ordinances, Chapter 10, Article IV, Beach Lighting, Sections 10-81 and 10-83, specifically relating to sea turtle-safe lighting and protocols during nesting seasons. The EIS mitigations text, Section 6.13, is revised to mention this Code as a source for best practices to consider for the spaceport's Artificial Lighting Management Plan.
Visual Resources	VE-07	Following the signing of a Record of Decision for the EIS, the proponent will develop an Artificial Lighting Management Plan. The plan will incorporate mitigations included in Chapter 6 of the EIS pertaining to artificial lighting. The EIS assesses the potential impacts of the proposed Spaceport Lighting on the surrounding area considering the current context, affected viewers and receptors, and existing plans and land management objectives. The mitigations in Section 6.13 respond to impact findings in the EIS analysis, and to concerns and input from the public and agencies. The Artificial Lighting Management Plan will provide standards and protocols to minimize visual impacts, glare, and sky glow/night radiance from

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		the development and operations at the proposed Spaceport. It draws upon standards and guidelines of other agencies including the Bureau of Land Management, National Park Service, Federal Aviation Administration, and local codes. It also incorporate feasible measures identified in other sections of the EIS, including consultations and coordination with other agencies (see Appendix A), and input from public comments.
Visual Resources	VE-08	Radiance models and mapping vary in how they display results from monitoring and measuring night radiance. The evaluation of “above low” is a conservative estimate based on measurable night-time radiance displayed on Exhibit 3.13-4. As the comment notes, only the larger developed areas such as Kings Bay and Brunswick register in the middle range of low to high on the exhibit. Considering that the small community of Woodbine displays as “above low” and Jekyll Island shows no measurable radiance, an averaged radiance from the lighting elements proposed for the spaceport could be detectable but would be isolated without any accumulation of contributing nearby light sources. Because the spaceport towers would have continual lighting, and intermittent isolated light sources at the launch pad in preparation for launch events, this combination of light sources is estimated to produce a measureable but low radiance zone over time. Depending on the scale used to display data, this may rank as “above low” on the radiance scale. Because the water tower and four lightning towers are above 200 feet in height, FAA AC 70/7460-1L, Obstruction Lighting and Marking, and FAA AC 150/5345-43J, Specification for Obstruction Lighting Equipment, would apply. Under this circular, these structures would require medium intensity flashing white light (with 360 degree horizontal and 3 degree vertical coverage, with 20,000 candela daytime/twilight intensity, and 2,000 candela nighttime intensity, with 40 flashes per minute cycle). The towers may require other painted markings as well. FAA has discretion to review the context of obstructions and make exceptions to the requirements based on achieving safety for navigable airspace at the specific location. The text in Sections 4.13.1.1 and 4.13.1.2 is revised to include a determination of low impact.
Visual Resources	VE-09	Section 4.13.1.2 evaluates the effect of light emissions from the spaceport on sky glow and glare. With respect to sky glow and night radiance, the overall impact is estimated as moderate but high for the most sensitive local resources, (such as Wilderness resources). From most viewing locations on Little Cumberland Island, night lighting and warning lights on towers at the proposed Spaceport would be noticeable but not glaring due to distance, and atmospheric conditions. The sky glow and night radiance caused by these new sources would be minor due to relative lack of accumulated light sources emanating from the site, as found in a suburban or urban area that produce measurable night radiance over time. Impairment, as used in the Visual Resources section of the EIS, means that an action would cause physical disturbance and would cause a long-term or irreversible change to the visual environment. Several contextual factors attenuate visual impacts such as distance, screening by terrain and vegetation, the relative size of the area of alteration to the entire viewscape from any specific viewing location. Please refer to comment responses for DOT Section 4(f) issues regarding “impairment” within that context. Mitigation measures described in Section 6.13 would further reduce some of the impacts from night lighting and hazard lighting associated with Spaceport facilities and infrastructure, as described in Section 4.13.1.2. For additional information on this topic, see response to VE-14.

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		The EIS identifies measures and mitigations to minimize impacts of any significant or substantial impacts identified by the analysis of the EIS alternatives. The Record of Decision (ROD) will document mitigations that the proponent must implement. Following the signing of the ROD and prior to the start of construction, the proponent will develop an Artificial Lighting Management Plan that will incorporate mitigation measures in the FEIs and ROD and any applicable consultation agreements. The findings in the EIS reflect implementation of the spaceport proposal using any best practices and measures as described in Chapter 2 of the EIS. The EIS is not a document for evaluating a Mitigation plan; rather, mitigations and implementing plans arise from the findings of the EIS.
Visual Resources	VE-10	<p>Except for elevated viewing locations and locations with no surrounding vegetation (such as the water or shoreline), most viewing locations would not have visual line-of-sight to the spaceport facilities due to intervening vegetation and terrain. In locations with unobstructed views, the top of the towers would be visible. The degree of dominance or noticeability will depend on distance, surrounding vegetation, and atmospheric conditions. Locations lacking intervening vegetation have a large viewshed, reducing the prominence of any specific location, and increasing the presence of other visible tall objects in the overall viewshed. The hazard lighting on the tall elements at the spaceport would be the most prominent visual aspect rather than the actual lines and forms of the towers themselves. The manmade features would contrast with the natural context but would only dominate the view at nearby locations (less than 0.5 mile) with unobstructed line-of-sight.</p> <p>The following new text (including revised Exhibit 3.13-3 showing the location of towers above 100 feet in height) is added to the end of Section 3.13.3.1 of the EIS to provide additional context about tall objects in the current viewshed:</p> <p>“Exhibit 3.13-3 shows the location of existing towers in the region surrounding the proposed spaceport site. These towers range from 100 feet to above 500 feet and would be visible from some locations in the near ground or distance depending on intervening vegetation and terrain. From most viewing locations, towers are not currently considered a dominant visual feature in the viewshed even though visible from some locations. Most viewers consider the surrounding views as dominated by natural settings. A tower may dominate a view when in close proximity (less than 0.5 mile) and the view is unobstructed. Taller towers on the proposed spaceport site (above 200 feet in height) would have requisite safety lighting, which can be noticeable at night. Vegetation, terrain, and atmospheric conditions limit how far most viewers can perceive specific nonnatural elements in their immediate and distant surroundings.”</p>
Visual Resources	VE-11	Comment noted. From the camping area at Brickhill Bluff, the spaceport site would not be directly visible. Campers who walk to the shoreline may have views to the site. The sensitivity of the viewshed is high, but the noticeability of proposed facilities, particularly the towers would generally be minimal under most atmospheric conditions. Warning lights on the tall elements would be visible, but at a distance of four to five miles along trails on the west shore, these lights would not be highly noticeable in the daytime. They would be visible at night as a new point location of night lighting on the western horizon depending on atmospheric conditions.
Visual Resources	VE-12	Views from residences on Little Cumberland Island along the Intracoastal Waterway on the west side of the island would be similar to the description for Cumberland Wharf (Observation Point 4). To address the views for residents on the west shore, an additional Observation Point (14b) has been added to the analysis in the EIS (see EIS Sections 3.13 and 4.13).

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
Visual Resources	VE-13	Unobstructed viewing locations on the west side of Little Cumberland Island would have direct line of sight to the proposed site. Observation points 1 and 4 were selected as representative locations for views from the west side of the island. Residences on the west side on the north end of the island would have similar views as described for Observation point 4, but slightly further from the site. Observation Point 14 on the east side of the island was also evaluated to address the potential (or lack thereof) of visibility from the ocean side of the island. The evaluation considers potential for sky glow, night radiance and visibility of rocket launch and recovery events. The statement referred to in the comment about shifts in viewing angle describes the variation in how a view is experienced from any given location. The more unobstructed the view (by vegetation and other objects), the broader the viewscape, and the smaller the portion of the viewshed taken up by the features at the spaceport.
Visual Resources	VE-14	Additional text has been added in EIS, Section 6.13 to address this comment. The text reads as follows: “In developing the [Visual Resources Management Plan], the spaceport operator would coordinate with a team of representatives from other agencies and organizations (i.e., the Georgia SHPO, the USFWS, NPS, GDNR, IDA, local agencies with jurisdiction over resources in the area, local businesses, and local citizen representatives). This group or committee would identify key issues of concern and establish suitable methods and metrics to track changes in the local environment over time, attributable to spaceport lighting. Member agencies would be responsible for establishing a current baseline and for collecting and monitoring data in order to track changes and trends in the future. The group would meet initially during the plan development stage and then periodically to discuss issues and monitoring trends. When needed, the group would discuss and implement any reasonable adjustments to the VRMP that could inhibit undesirable trends, without compromising safety and functionality of the spaceport.”
Visual Resources	VE-15	Text is revised in the EIS as follows: “The depletion of darkness in the night sky is at odds with wilderness values and the NPS responsibility to keep the imprint of man to a minimum. Hazard lights on the proposed lightning towers and occasional use of lighting at the launch pad in preparation for launches and during night launches would be visible from Cumberland Island National Seashore but would likely not cause the degree of sky glow as built up locations in the region. These lights may contribute a minor amount to regional sky glow and would be visible as distant point sources in the dark skies. Although the lights would be visible and annoying to some viewers in wilderness settings, they would not likely cause severe impairment to dark skies.”
Visual Resources	VE-16	This comment is accurate in stating that sky glow is widespread and may extend to the eastern shoreline under some atmospheric conditions. Sky glow and night radiance is diffused and caused by multiple sources within the local and regional area, and is more prominent in locales with higher density of sources. In the region surrounding the spaceport, night radiance is most noticeable around Kings Bay and St Mary’s to the south and Brunswick, South Carolina to the north, and to a lesser degree around Woodbine and the Jekyll Island shoreline in GA and St Simons, South Carolina. Sites of individual towers do not emit sufficient radiance on their own to register on the night radiance map (Exhibit 3.13-4). The northwestern shore is in relative proximity to Jekyll Island and isolated towers to the north, as shown on Exhibit 3.13-3 in the FEIS.
Visual Resources	VE-17	The EIS text is revised to refer to these new elements as noticeable, rather than visible.

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Area	Comment Response ID	FAA Response
Visual Resources	VE-18	<p>The text is revised in the EIS to clarify that the bare earth analysis was applied as a screening method for potential line-of-sight to the proposed Spaceport property from selected observation points. Exhibit 3.13-3 indicates the results of this analysis by color coding the Observations Points based on unobstructed, partially obstructed, or obstructed line-of-sight to the site at ground level, 45 foot, and 250 foot above ground, assuming no intervening vegetation between a viewer and the site. The subsequent descriptive paragraphs in Section 3.13.3.1 and Table 3.13-1 do account for the effect of vegetative screening that is expected between a viewer at each Observation Point and the site.</p> <p>The following text replaces text in the paragraph preceding Table 3.13-1.</p> <p>“Each location shown in Exhibit 3.13-3 was analyzed to determine whether the proposed spaceport site is potentially visible at the ground level. Also included in the analysis was two notional building heights of 45 feet and 250 feet above ground level (representing potential structures constructed as part of the proposed spaceport). The analysis used geographic information system visibility analysis tools and a digital elevation model for the Earth’s surface. The digital elevation model includes data on ground height only and does not depict vegetation and structures. Therefore, this visibility analysis served as a screening tool. It is considered a “bare earth” line-of-sight analysis and identified whether the representative locations have line-of-sight to the proposed Spaceport Camden site, accounting for terrain but not vegetation. Exhibit 3.13-3 indicates which locations have unobstructed, partially obstructed, and wholly obstructed line-of-sight to the proposed site. For observation points where visibility is not interrupted by ground height, real world conditions, including the added height of vegetation and structures, could prevent visibility. Table 3.13-1 describes each of the representative observation points as well as the anticipated effect of vegetation and structures in the current visual environment.”</p>
Visual Resources	VE-19	The EIS includes a brief description of the process used to select observation points in Section 3.13.3. Additional text is added to the EIS on effects of artificial lights at night on humans in Section 4.13.1.2 Operation, Light Emissions, at the end of the first paragraph. The EIS includes the topic of the effects of artificial lights at night on wildlife in Section 4.2.1.2. Also, response BR-19 provides further information to address this concern.
Visual Resources	VE-20	Thank you for this information. The descriptions of the views from Brickhill Bluff in Table 3.13-1 and the paragraph describing this location have been revised in accordance with this information. Response VE-018 describes how the bare earth analysis was only used as a screening tool to determine if selected points has line of sight considering only the effect of terrain since this is a relatively fixed condition. The descriptions of views from each site have attempted to include the actual views considering all the elements of the location including vegetation and structures.
Visual Resources	VE-21	Please see the response to VE-18.
Visual Resources	VE-22	The EIS has been revised to remove the word “fairly.”
Visual Resources	VE-23	The EIS has been revised to agree with the table. The text now reads as “impacts ranging from minor to high”.
Visual Resources	VE-24	The qualifying text “small number of” is not relevant to this description and has been removed.
Visual Resources	VE-25	It is possible that the top of the Vehicle Integration Building would be visible over the tops of surrounding trees due to the elevation of the viewing point. The EIS includes revised text to describe this.

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Area	Comment Response ID	FAA Response
Visual Resources	VE-26	The EIS has been revised to correctly indicate the views from Ice House Museum to Kings Bay and St. Marys would be westward not eastward.
Visual Resources	VE-27	The EIS has been revised to clarify that the glare from any lights at the spaceport would not be visible at the Visitor Center. Similarly, any sky glow from the spaceport would not be distinguishable due to existing sky glow and night radiance from St Mary's, even if regionally, the spaceport were to contribute a minimal amount of illumination to the region.
Visual Resources	VE-28	The EIS has been revised to indicate Brickhill Bluff is located on the west shoreline of Cumberland Island not the east.
Visual Resources	VE-29	The text referred to has been revised in the EIS to indicate impacts of moderate to high as stated in the table.
Visual Resources	VE-30	Thank you for the information about this location. In consideration, the Sidney Lanier Bridge is over 12 miles from the proposed Spaceport. From an elevated position, for drivers traveling southward, the new facilities may be distinguishable on a clear day. However, the viewer's cone of vision would include the structure of the bridge and other man-made features mixed in a predominately natural forested landscape. The Spaceport lighting would be too distant to cause glare for drivers, and would be difficult to distinguish on most days due to atmospheric conditions.
Visual Resources	VE-31	The text is corrected as per the comment.
Visual Resources	VE-32	These measures and practices provided in the comment are included in the EIS Section 6.13 for consideration in development of the Artificial Lighting Management Plan. Other measures required by the consultation process with the USFWS have also been incorporated. The proponent would incorporate all reasonable measures and methods to minimize lighting impacts that do not conflict with the safety of Spaceport operations.
Visual Resources	VE-33	The EIS identifies measures and mitigations to minimize impacts of any significant or substantial impacts identified by the analysis of the EIS alternatives. The Record of Decision (ROD) will document mitigations that the proponent must implement. Following the signing of the ROD and prior to the start of construction, the proponent will develop an Artificial Lighting Management Plan that will incorporate mitigations in the EIS and ROD and any applicable consultation agreements. The findings in the EIS reflect implementation of the spaceport proposal and alternatives using best practices and measures as described in Chapter 2 of the EIS. This EIS evaluates the proposed action of constructing and operating a Spaceport, and therefore, is not a document for specifically evaluating a mitigation plan. Rather, mitigations and subsequent plans arise from the findings of the EIS. The EIS can provide an estimate of the relative effectiveness of the mitigations identified. To address impacts on private homes on Little Cumberland Island, the EIS includes an additional Observation Point 14b, located on the west side of the island at the north end.
Visual Resources	VE-34	Some of the homes on the north end of Little Cumberland Island (Little Cumberland Island), on the west side, have views westward to the mainland. The shoreline vegetation would provide some screening of views, but in places where views are unobstructed, a viewer would have line-of-sight to the proposed Spaceport property. The taller elements of the development, including the lightning towers and the water tower would be visible. The warning lights on these towers would be visible at night, although due to distance and atmospheric moisture, they would not cause disabling glare to humans. These features would contrast with the current natural conditions of the mainland shoreline. From these shoreline

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Area	Comment Response ID	FAA Response
		<p>residences, other built up areas, such as Jekyll Island and Pine Bluff are also visible. The focal point of the viewer would depend on the direction the viewer is gazing. The new facilities at the spaceport would interrupt a portion of the mainland shoreline vista that is currently undeveloped; although the shoreline has developed pockets north and south of the proposed site.</p> <p>A new Observation Point (14b) has been added to the FEIS analysis in Section 4.13 to describe the impacts to residences on the west side of Little Cumberland Island.</p>
Visual Resources	VE-35	<p>A new Observation Point (14b) has been added to the EIS analysis in Section 4.13 to describe the impacts to residences on the west side of Little Cumberland Island. See the response to VE-34 for more information on this topic.</p>
Visual Resources	VE-36	<p>It should be noted that Nationwide River Inventory (NRI) listed rivers are not part of the National System, and the requirements under Section 7 of the Wild and Scenic Rivers Act do not apply to NRI listed rivers. The authority directing all Federal agencies to avoid or mitigate actions adversely affecting NRI listed rivers comes from the President's 1979 Environmental Message Directive on Wild and Scenic Rivers (August 2, 1979), and the August 11, 1980 CEQ Memorandum on Procedures for Interagency Consultation (found at: http://www.nps.gov/ncrc/programs/rtca/nri/hist.html#pd). NRI listed rivers are afforded some protection from adverse impacts of Federal projects until detailed studies are conducted. Rivers on the NRI list may or may not be recommended for addition to the National System. Federal agencies with a project that could affect an NRI listed river must coordinate with the respective agency that has jurisdiction over that river. FAA has coordinated with all agencies having jurisdiction within the project Region of Influence via the scoping process and the Draft EIS review process (as described in Appendix A of the EIS); additionally, the NPS is a cooperating agency on this project.</p> <p>The EIS evaluates the visual impacts anticipated for a viewing location within the Satilla River estuary (Observation Point 13) as high due to the close proximity and the sensitivity of this location to visual changes. Mitigations to minimize impacts include establishing visual screening such as vegetative plantings around the Vertical launch Facility and along the shoreline where ecologically appropriate. Measures to minimize glare and sky glow from lights at the launch pad could include physical shields and collars on the lights to prevent down lighting in specific directions. Mitigations are presented in Section 6.13.</p>
Visual Resources	VE-37	<p>The design for the proposed facilities will incorporate many energy and water saving features for efficiency of operations. The mitigations section of the EIS recommends the use of a LEED-type of commissioning process for the facility in order to verify the functionality of the structures and building systems post-construction and prior to occupancy. The commissioning process would involve regular evaluation and monitoring into the future in order to maintain efficient performance, particularly for measures and fixtures that are aimed at minimizing impacts on the natural environment, wildlife and humans. The Artificial Lighting Management Plan will incorporate mitigations and measures agreed to during consultation with the USFWS and identified in the consultation in Appendix A. Following the Record of Decision and prior to construction, the proponent will develop a Protected Species and Habitat Management Plan. This plan will include a lighting module that includes and describes all mitigations agreed to in the consultation process specifically to address impacts of night lighting on wildlife. The Artificial Lighting Management Plan will incorporate this module.</p>

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Area	Comment Response ID	FAA Response
Visual Resources	VE-38	The EIS includes an additional Observation Point on the west side of the island at the north end to address potential impacts to residents. As this comment mentions, views will be similar to those described for Observation Point 4, Cumberland Wharf.
Visual Resources	VE-39	The name of Photograph N has been changed in the EIS as per this comment.
Visual Resources	VE-40	The changes provided in this comment have been made in the EIS. Additional modifications are also made in Table 3.13-1, Table 4.13-1 and the text for describing Residences on Dover Drive, to add clarity about visual changes and visibility using the information in this comment.
Visual Resources	VE-41	The text is corrected in the EIS to refer to Exhibit 3.13-3 rather than 3.13-2, as noted in this comment.
Visual Resources	VE-48	<p>The 5-mile limit used for defining the APE for cultural resources in Section 4.8 is considered a reasonable buffer for conserving important contextual qualities for cultural resources.</p> <p>The following description of views from the Little Cumberland Island lighthouse is added to Section 3.13.3.1 of the EIS. “The privately owned historic Little Cumberland Island lighthouse is located on the northern tip of the island, about 6.6 miles from the proposed launch pad. Views around the lighthouse are unencumbered in most directions. To the north and east is open water with Jekyll Island about 4 miles to the north. The shoreline of Jekyll island has intermittent ambient lighting, which would be slightly visible at night on clear nights. A communications tower over 300 feet high with warning lights (see Exhibit 3.13-3) is about 4.5 miles from the proposed launch pad. To the west is the St. Andrews estuary and marshland. To the south, vegetated dunes and forest are visible. The surroundings are dark at night, with individual lights on some distant tall objects visible. From this location, Brunswick and St. Simons generate noticeable sky glow depending on atmospheric and cloud conditions.”</p> <p>The following text is added to the EIS in Section 4.13: “From the historic lighthouse on Little Cumberland Island, viewers would be able to see the light from the lightning towers approximately 6.6 miles to the west on a clear night. These would be a new point source in the night sky, similar to others closer to the lighthouse to the north. The towers would likely be unnoticeable in the daytime due to atmospheric moisture and distance. Other facilities at the spaceport would be essentially indistinguishable to most viewers.”</p>
Visual Resources	VE-50	Section 5.3.13 of the EIS acknowledges that the spaceport would add a new local pocket of night radiance. The EIS includes a statement that this would add a small contribution to an existing regional trend of expanding night radiance in an area that is sensitive to night radiance and sky glow. The EIS includes a new statement in Section 5.3.13 about minimizing the effects of the spaceport lighting through the use of mitigations and implementation of an Artificial Lighting Management discussed in Section 6.13 of the EIS.
Visual Resources	VE-51	The facility would not be located on the water’s edge, as indicated in this comment (see Exhibits in Chapter 2). Visual impacts to locations on the west side of Little Cumberland Island are described in Sections 4.13.1.1 and 4.13.1.2 of the EIS. Nighttime launches (once per year) would cause a streak of bright light over the wilderness and camping areas. Campers would have knowledge of the event in advance. The light generated by the launch event would have a short visual duration.

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Area	Comment Response ID	FAA Response
		The warning lights on top of the lightning towers and water tower would not be visible from most camping locations at night due to surrounding vegetation. Where a camper has line of sight to the spaceport on the west shore, these lights would be noticeable. The existing condition of night lighting on the mainland ranges from minimal to very noticeable from campsites along the length of Little Cumberland Island. The new Spaceport would add a new location on the horizon with visible night lighting, but under most conditions, these lights would be visible but not glaring at distances of four miles and over.
Water Resources	WR-01	Potential impacts to water resources are discussed in Section 4.14 of the EIS. No significant adverse impacts have been identified as a result of analysis. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS.
Water Resources	WR-02	Potential impacts and requirements associated with floodplain construction are discussed in detail in Section 4.14.1. No significant adverse impacts have been identified as a result of analysis. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS.
Water Resources	WR-03	Information on the impact of vibrations is found in Section 4.14.1.2 of the EIS. Information on fuel spills is found in Sections 4.14.1.1 and 4.14.1.2 of the EIS.
Water Resources	WR-04	Retention ponds and other stormwater structures described in the EIS are preliminary designs. The final design and permitting of the facility would require that stormwater management infrastructure comply with requirements of Sections 4.4.3, 4.4.5, and 4.5.1 of the Georgia Coastal Stormwater Supplement. Section 4.14 of the EIS has been revised to reflect this requirement.
Water Resources	WR-05	The EIS text has been modified to read: "The Satilla River is a blackwater river (a deep, slow moving river with darkly stained acidic water). The river is tidally influenced with limited fish species diversity due to extreme variations in flow and the relatively homogenous habitat within the river system. The river does support fisheries for redbreast sunfish and catfish."
Water Resources	WR-06	Hawkings, Overstreet, Provanch 1985 refers to the effects of hydrochloric acid and aluminum oxide in the deluge cloud. As discussed in section 4.14.1.2 Operation, Surface Waters the deluge cloud would contain only water with no hazardous materials.
Water Resources	WR-07	Information on water withdrawals and the potential for groundwater contamination is found in Section 4.14.1.2 of the EIS.
Water Resources	WR-08	EIS Section 4.14.1.2 describes the potential impacts to water resources from launch operations.
Water Resources	WR-09	For the purposes of the EIS marshlands are considered wetlands. Sections 4.14.1.1 and 4.14.1.3 discuss impacts from construction activities and from launch failures to marshlands. However, to provide clarity for the reader, as separate subsection titled "Salt Marsh" has been added to the EIS.

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Area	Comment Response ID	FAA Response
Water Resources	WR-10	Section 4.14.1.1 of the EIS contains the potential wetland and stream impacts. Up to 0.78 acres of wetlands and up to 0.166 acres of stream (or 1,043 linear feet) could be impacted by construction of the proposed spaceport. There appears to be an addition error in Table 4.14-2, column "Acres in the Field Survey Area" it should be 0.186 not 0.159; this has been corrected in the EIS.
Water Resources	WR-11	The Erosion Control Plan and the Stormwater Pollution Prevention Plan are documents that will be prepared during the final design of Spaceport Camden.
Water Resources	WR-12	The amount, quality, and ultimate fate of the deluge water that is captured in a retention pond would be dependent on the launch specifics and the results of sampling and characterization. Any deluge water would be managed according to state and local water quality requirements (e.g., pretreatment permits, NPDES permits, etc.). This would be identified during the facility design and permitting process. Section 4.14.1.2 describes the use of a retention tank.
Water Resources	WR-13	Consistent with recommendations from NMFS to minimize potential impacts to EFH in adjacent marshlands, where there is sufficient distance to do so, vegetated upland buffers between the proposed developed areas and wetlands, generally 75 feet or more, will be incorporated into the site design plans.
Water Resources	WR-14	There are no current plans for construction or operations in tidal marshlands.
Water Resources	WR-15	The EIS has been revised to state: "The SWPPP and Sediment and Erosion Control Plan would implement the use of management practices to minimize erosion and sedimentation."
Water Resources	WR-16	Prior to construction, Camden County would apply for a Section 404 permit, which will include the final design and the exact Waters of the United States impacts. The EIS would not be updated to reflect information identified in the permit because the EIS would be completed before the permit; but the permit application will undergo a separate public review process in accordance with USACE procedures.
Water Resources	WR-17	A section 404 permit application will be submitted to USACE. The type of permit and extent of mitigation will be determined based upon final impacts to waters of the US in consultation with the USACE at time of permitting.
Water Resources	WR-18	A Groundwater subsection has been added to Section 6.14 of the EIS that states: Camden County would be responsible for any contamination sites acquired as part of the proposed action and the County would be responsible for soil and groundwater investigations and management of soil and source material that are above Georgia risk reduction standards. This would involve preparing a Corrective Action Plan, which would work like a contract for soil and source cleanup at these sites in accordance with State of Georgia requirements.
Water Resources	WR-19	Section 4.14.1.1 of the EIS has been modified. Text is revised to state: "The main channel of the Satilla River is located more than 1 mile from proposed construction activities. Floyd Basin and Todd Creek are located closer to construction sites. These surface waters are part of the Satilla River Estuary and would be separated from construction sites by vegetated buffers. The potential for the offsite migration of sediments would be low, given the distance to surface waters, the associated vegetative buffer, and implementation of sedimentation and erosion control measures as required by permit."

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Area	Comment Response ID	FAA Response
Water Resources	WR-20	The NPS is a cooperating agency, and has been an active participant in the EIS process including submittal of scoping comments and reviewing and commenting on the Draft EIS.
Water Resources	WR-21	Section 3.14.3 of the EIS was revised to state: "... by smooth cordgrass (<i>Spartina alterniflora</i>) and black needlerush (<i>Juncus roemerianus</i>)."
Water Resources	WR-22	Floodplain maps have been updated using the final versions of the FEMA flood insurance maps. Actual date of maps was 12/20/2017
Water Resources	WR-23	The word tidal was deleted from this section of the EIS.
Water Resources	WR-24	Section 1.4.2 of the EIS indicates that the septic system will comply with all state and local regulations for septic systems.
Water Resources	WR-25	Past industrial use of the site, including contamination sites are mentioned in Section 5.2. Impacts to groundwater and other resources from the landfill are outside the scope of the EIS, and are addressed as part of the landfill restoration process. As shown in the EIS, the Proposed Action has not effect on the landfill. Section 5.2 also discusses naval operations from Kings Bay and the St. Marys Potential Barge Port. The EIS has been updated where appropriate to include additional reference to these projects and the Todd Creek bank stabilization, Cumberland Island Development, and the existing landfill.
Wilderness	WL-01	Potential impacts associated with wilderness are addressed in Sections 4.9 of the EIS. No significant adverse impacts have been identified as a result of analysis. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS.
Wilderness	WL-02	Potential impacts to recreation are addressed in Section 4.12 of the EIS. Mitigations associated with these resource areas that would serve to minimize or avoid adverse impacts are provided in Chapter 6 of the EIS.
Wilderness	WL-04	Section 3.9.3 of the EIS, under Cumberland Island Wilderness, provides a description of the wilderness qualities found within Cumberland Island Wilderness, including existing conditions that may pose a threat to or detract from wilderness. Refer to Section 4.9 of the EIS for a detailed discussion on the potential impacts from the Proposed Action to wilderness qualities found within Cumberland Island Wilderness. The Final EIS also considers only a 100-degree from true north trajectory as part of the launch site operatory license. This revised trajectory would not result in overflights above the Cumberland Island Wilderness. The analysis in the Final EIS was modified to reflect this change, specifically as it relates to noise from operations and removal of access restrictions associated with the range of trajectories analyzed in the previous version.
Wilderness	WL-05	The EIS considers the best available scientific information while developing the document and analyzing impacts. FAA believes both the interagency guidelines, Keeping It Wild 2, and the National Parks Service user guide, Keeping it Wild in the National Park Service, provide adequate guidance in developing a framework for analyzing wilderness character and assessing impacts from proposed activities.

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Area	Comment Response ID	FAA Response
Wilderness	WL-06	Section 4.9 presents the analyses of potential impacts from the Proposed Action, considering all aspects of wilderness character of Cumberland Island Wilderness in accordance with NPS User Guide, Keeping it Wild in the National Park Service.
Wilderness	WL-07	A transportation corridor is a linear area defined by one or more modes of ground transportation, such as highways, railroads, or public transit systems. By this definition, an in-air launch trajectory is not a transportation corridor as suggested by the commenter, and therefore would not be incompatible with wilderness areas.
Wilderness	WL-08	As discussed in Section 4.9, the NPS Wilderness Character Integration User Guide provides indicators and degradation factors for each wilderness quality, which is used as a framework for assessing impacts to Cumberland Island Wilderness in the EIS. Implementing this guidance into the analysis methodology requires both a quantitative and qualitative assessment. While quantitative analyses can rely on specific measures of data, a qualitative analysis must consider a wide range of definitions and interpretations. In both cases, the EIS uses the best available information and resources to inform the analyses and conclusions made in the document.
Wilderness	WL-09	FAA disagrees with the commenter's assertion that operating a commercial spaceport is incompatible with the protection of Cumberland Island Wilderness Area. Over the past 25 years there have been no fatalities, injuries, or significant property damage to the uninvolved public from commercial space launch activities licensed or permitted and monitored by the FAA (FAA FY 2019 Portfolio Goals). Therefore the FAA believes there is no long-term inherent danger in spaceport operations or overflights above Cumberland Island. The Final EIS also considers only a 100-degree from true north trajectory as part of the launch site operatory license. This revised trajectory would not result in overflights above the Cumberland Island Wilderness. The analysis in the Final EIS was modified to reflect this change, specifically as it relates to noise from operations and removal of access restrictions associated with the range of trajectories analyzed in the previous version. As shown in Table 4.9-2 (Impacts to Cumberland Island Wilderness Qualities from the Proposed Action) launches/landings operations would result in minor and short-term impacts to two wilderness qualities. However, permanent degradation of these qualities would not occur. Considering all five wilderness qualities of Cumberland Island are weighted equally, spaceport operations would not permanently degrade overall wilderness character of Cumberland Island Wilderness.
Wilderness	WL-10	The Organic Act of 1916, and any associated criteria, do not apply to Wilderness Areas as defined in the Wilderness Act of 1964.
Wilderness	WL-11	Over the past 25 years, there have been no fatalities, injuries, or significant property damage to the uninvolved public from commercial space launch activities licensed or permitted and monitored by the FAA (FAA FY 2019 Portfolio Goals). Additionally, the Final EIS considers only a 100-degree from true north trajectory as part of the launch site operatory license. This revised trajectory would not result in overflights above the Cumberland Island Wilderness. The analysis in the Final EIS was modified to reflect this change. Therefore the FAA believes the risk of fire on Cumberland Island National Seashore and Cumberland Island Wilderness is negligible. Refer to Section 4.9.1.2 for the analysis of potential impacts to wilderness qualities from spaceport operations.

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Area	Comment Response ID	FAA Response
Wilderness	WL-12	As described in Section 4.9.1.2 and shown in Table 4.9-2 (Impacts to Cumberland Island Wilderness Qualities from the Proposed Action) launches/landings operations would result in short-term adverse impacts to the natural and solitude or primitive and unconfined recreation qualities. However, the FAA believes that permanent degradation of these qualities would not occur.
Wilderness	WL-13	Mitigation measures for Cumberland Island Wilderness are discussed in Section 6.9. Additionally, the Final EIS considers only a 100-degree from true north trajectory as part of the launch site operatory license. This revised trajectory would not result in overflights above the Cumberland Island Wilderness.
Wilderness	WL-14	FAA believes the EIS accurately describes the short-term nature of operational activities and is correct in characterizing 12 launches and 12 support activities annually as being infrequent events. Noise impacts to wilderness visitors, therefore, would also be short-term and infrequent. The EIS also indicates artificial lighting would result in long-term and moderate-to-high adverse impacts to the solitude and primitive or unconfined recreation quality, primarily along the western shoreline of the Wilderness Area. Therefore, only visitors using that small portion of Cumberland Island Wilderness would be affected.
Wilderness	WL-15	As described in Section 3.9.3, prior to 2004, motorized vehicle use (a prohibited activity as defined in the Wilderness Act) was occurring within Cumberland Island Wilderness. Public Law 108-447 removed Main Road, North Cut Road, and Plum Orchard Spur from wilderness designation, however between five and eight motorized vehicle daily round trips are still authorized to occur on these roads, which are directly adjacent to and run through sections of Cumberland Island Wilderness. Other outside noise sources that can be heard within the wilderness includes beach driving, industrial/military facilities, aircraft overflights, and vessel traffic on waterways around the island (NPS, 2013). Spaceport launches and support activities that would occur outside of Cumberland Island Wilderness are not prohibited activities under the Wilderness Act. Furthermore, a monthly (on average) disruption from the proposed spaceport operations would not significantly add to existing disruptions currently experienced by Cumberland Island Wilderness visitors. As stated in Section 2.1.2.5, “a specific target date(s) for the actual launch, wet dress rehearsal, and/or static fire engine test and associated Limited Access Area establishment is typically identified 1 to 3 months in advance and would be made available to...the public for planning purposes.” FAA has developed various mitigation measures to offset impacts to multiple resources that are expected to preserve Cumberland Island Wilderness character. Refer to Chapter 6 of the EIS. Additionally, the Final EIS considers only a 100-degree from true north trajectory as part of the launch site operatory license. This revised trajectory would not result in overflights above the Cumberland Island Wilderness.
Wilderness	WL-16	Section 3.9.3 of the EIS, under Cumberland Island Wilderness, states that “[t]he maximum number of overnight campers allowed at each wilderness camping area [Hickory Hill, Yankee Paradise, and Brickhill Bluff] is 24 (NPS, 2017c),” which equates to a maximum of 72 total campers. The Wilderness Act only mandates activities that occur within the boundaries of Wilderness Areas. The conduct of activities outside the physical boundaries of wilderness, including spaceport operations, is not a violation of the Wilderness Act, even if these activities detract from certain wilderness qualities.
Wilderness	WL-17	The commenter’s assertion that the Proposed Action would prevent the NPS from converting potential wilderness to designated wilderness by creating a non-conforming use is not accurate. The Wilderness Act only mandates activities that

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		occur within the boundaries of Wilderness Areas. The conduct of activities outside the physical boundaries of wilderness, including spaceport operations, is not a violation of the Wilderness Act, even if these activities detract from certain wilderness qualities. According to NPS's Foundation Document for the Cumberland Island National Seashore (February 2014), the potential wilderness includes private property, State-owned intertidal areas [salt marshes], and areas that are in Federal ownership but are subject to retained rights. These factors are the non-conforming uses that are preventing the potential wilderness from being added to Cumberland Island's wilderness designation. FAA's Proposed Action in this EIS has no bearing on the ownership of the land within the potential wilderness boundaries or activities conducted within this area; therefore, the Proposed Action has no risk of disqualifying the potential wilderness from ever becoming designated wilderness.
Wilderness	WL-18	FAA concurs with the commenter's statements regarding the relatively degraded baseline conditions of Wilderness Areas in the Eastern U.S., including Cumberland Island Wilderness. FAA considered the existing conditions of Cumberland Island Wilderness in the analysis of impacts. Chapter 6 of the EIS presents mitigation measures to offset potential adverse impacts to multiple resources, including wilderness qualities. Additionally, the Final EIS considers only a 100-degree from true north trajectory as part of the launch site operatory license, specifically as it relates to noise from operations and removal of access restrictions associated with the range of trajectories analyzed in the previous version. This revised trajectory would not result in overflights above the Cumberland Island Wilderness. FAA expects revisions presented in the Final EIS will help preserve the wilderness character of Cumberland Island.
Wilderness	WL-19	This section has been updated beginning with sentence: "Upland areas of Cumberland Island National Seashore, including portions of Cumberland Island Wilderness..." to read: "The northwest boundary of Cumberland Island Wilderness is approximately 3.5 miles away from the nearest construction site, which would be the Vertical Launch Facility (Exhibits 2.1-9 and 3.9-1). All other proposed facilities are over 4 miles away from the boundary edge of the Wilderness Area. Based on information in Table 4.11-1, pile-driving activities would generate the most intense noise levels of approximately 50 dBA LA(max) at 3.5 miles. This would be equivalent to a distant thumping sound near the northwest boundary of Cumberland Island Wilderness, with less-intense noise levels expected to occur within the rest of the Wilderness Area. Pile driving activities would occur over a 1-month period at each location, with the construction of Vertical Launch Facility resulting in the highest noise levels given its proximity to Cumberland Island Wilderness land boundaries. Other construction noise levels at 3.5 miles would be approximately 43 dBA DNL. While this slightly exceeds NPS estimates of noise levels in the area,..."
Wilderness	WL-20	The following sentence has been deleted from the EIS: "However, visitors can enjoy adjacent natural views by slight shifts in their viewing angle."
Wilderness	WL-21	This section has been updated by replacing the paragraph beginning with "Overall, the daytime visual intrusion..." to "The daytime visual intrusion of towers and buildings constructed for the proposed Spaceport Camden would detract from solitude, resulting in long-term and minor adverse impacts to this wilderness quality. However, visual intrusions would only be experienced in a very small area of the wilderness viewshed and impacts would only occur to those visitors occupying the

Table A-5. FAA Responses to Comments

Area	Comment Response ID	FAA Response
		portion of wilderness where the towers and buildings would be visible. The majority of the Wilderness Area would not be affected. Therefore, overall impacts to solitude or primitive and unconfined recreation throughout the entire Cumberland Island Wilderness from visual intrusions would not be significant.”
Wilderness	WL-22	The information presented in Section 3.9.3 describes the wilderness qualities found in Cumberland Island Wilderness, using information provided by NPS documentation, the agency responsible for administering this Wilderness Area. Other relevant language has been added to this section, based on information provided in a newly acquired reference “Foundation Document, Cumberland Island National Seashore (NPS, 2014). While the EIS discusses activities identified by NPS that potentially detract from certain wilderness qualities, the FAA cannot and does not conduct assessments of wilderness character within Cumberland Island Wilderness. As a cooperating agency, NPS is working with the FAA on this proposed action, which includes the consideration of launches and rockets flying over the Cumberland Island. Additionally, the Final EIS considers only a 100-degree from true north trajectory as part of the launch site operatory license. This revised trajectory would not result in overflights above the Cumberland Island Wilderness. The analysis in the Final EIS was modified to reflect this change. Impacts from Spaceport operations is discussed in Section 4.9.1.2.
Wilderness	WL-23	FAA believes the EIS accurately describes the impacts from visual resources as done in Section 4.13.1.1 and Section 4.13.1.2, as well as it relates to Cumberland Island Wilderness in Section 4.9.1.1 and Section 4.9.1.2. The “highly annoying” text was in reference to residents in close proximity to the construction site and does not apply, generally, to Cumberland Island Wilderness visitors.
Wilderness	WL-24	Section 5.3.9 includes appropriate EIS section references for the analysis of impacts to wilderness qualities from the Proposed Action. This section adequately characterizes and summarizes the findings of the analysis as it relates to cumulative impacts.
Wilderness	WL-25	Refer to Section 4.2.1 for impacts on biological resources from lighting associated with construction (Section 4.2.1.1) and operation (Section 4.2.1.2) activities.
Wilderness	WL-26	Wilderness as it relates to Section 4(f) impact analysis is discussed in Section 4.5.

A.1.2.4 2018 Draft EIS Availability Notifications

As discussed previously, notifications of the availability of the 2018 Draft EIS and public hearings were made via several formats on multiple occasions. Notifications were provided in the Federal Register, via letter and postcard, in local and regional newspapers, via email notification, and through posting of community flyers and local television and radio public service announcements. The following sections provide documentation of these notifications.

A.1.2.4.1 2018 Draft EIS Notice of Availability

 <p>11810</p>	<p align="center">Federal Register/Vol. 83, No. 52/Friday, March 16, 2018/Notices</p> <hr/> <p>accompanying Memorandum of Justification.</p> <p>Dated: February 28, 2018.</p> <p>Rex W. Tillerson, Secretary of State. [FR Doc. 2018-05473 Filed 3-15-18; 8:45 am] BILLING CODE 4710-17-P</p> <hr/> <p>DEPARTMENT OF TRANSPORTATION</p> <p>Federal Aviation Administration</p> <p>Twenty Seventh RTCA SC-214 Standards for Air Traffic Data Communications Services Plenary</p> <p>AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).</p> <p>ACTION: Twenty Seventh RTCA SC-214 Standards for Air Traffic Data Communications Services Plenary.</p> <hr/> <p>SUMMARY: The FAA is issuing this notice to advise the public of a meeting of Twenty Seventh RTCA SC-214 Standards for Air Traffic Data Communications Services Plenary.</p> <p>DATES: The meeting will be held April 17, 2018 9:00 a.m.–5:00 p.m.</p> <p>ADDRESSES: The meeting will be held Virtually: https://rtca.webex.com/rtca/j.php?MTID=m93f0cd80b9c1d96d2df6bd9aee7c9, Meeting number (access code): 630 124 113, Meeting password: vJyisXs8.</p> <p>FOR FURTHER INFORMATION CONTACT: Karan Hofmann at khofmann@rtca.org or 202-330-0680, or The RTCA Secretariat, 1150 18th Street NW, Suite 910, Washington, DC 20036, or by telephone at (202) 833-9339, fax at (202) 833-9434, or website at http://www.rtca.org.</p> <p>SUPPLEMENTARY INFORMATION: Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of the Twenty Seventh RTCA SC-214 Standards for Air Traffic Data Communications Services Plenary. The agenda will include the following:</p> <ol style="list-style-type: none"> 1. Welcome and Administrative Remarks 2. Introductions 3. Agenda Review 4. Previous Meeting Minutes Review 5. Review DO-281C/ED-92C for Final Review and Comment (FRAC)/Open Consultation Comments (OC) Release 6. Review DO-224D for FRAC Release 7. Decision to Approve Release of DO-281C/ED-92C for FRAC/OC 8. Decision to Approve Release of DO-224D for FRAC 	<p>9. Schedule Update 10. Date, Place and Time of Next Meeting 11. Other Topics 12. Adjourn Plenary</p> <p>Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the FOR FURTHER INFORMATION CONTACT section. Members of the public may present a written statement to the committee at any time.</p> <p>Issued in Washington, DC on March 13, 2018.</p> <p>Michelle Swearingen, <i>Systems and Equipment Standards Branch, AIR-6B0, Policy and Innovation Division, AIR-600, Federal Aviation Administration.</i> [FR Doc. 2018-05343 Filed 3-15-18; 8:45 am] BILLING CODE 4910-13-P</p> <hr/> <p>DEPARTMENT OF TRANSPORTATION</p> <p>Federal Aviation Administration</p> <p>Office of Commercial Space Transportation: Notice of Availability and Request for Comment on the Spaceport Camden Draft Environmental Impact Statement (EIS), Camden County, GA</p> <p>AGENCY: The Federal Aviation Administration (FAA), Department of Transportation (DOT) is the lead agency. The National Aeronautics and Space Administration and National Park Service are cooperating agencies.</p> <p>ACTION: Notice of availability and request for comment; Notice of public hearings.</p> <p>SUMMARY: The FAA is announcing the availability of and requesting comments on the Spaceport Camden Draft EIS, which is available for public review. The Draft EIS evaluates the potential environmental impacts that may result from the FAA's Proposed Action of issuing a Launch Site Operator License to the Camden County Board of Commissioners (County) to operate a proposed commercial space launch site, called Spaceport Camden. The license would allow the County to offer Spaceport Camden to commercial launch operators to conduct vertical launches.</p> <p>DATES: Comments must be received on or before May 16, 2018.</p> <p>The FAA will hold two public hearings to solicit comments from the public concerning the content of the Draft EIS. The dates of the hearings are</p> <p>Wednesday, April 11, and Thursday, April 12, 2018, from 5:30 p.m. to 8:30 p.m.</p> <p>ADDRESSES: The FAA will hold the two public hearings at the following location: Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, GA 31548 (912-729-5600).</p> <p>A paper copy of the Draft EIS is available for review during regular business hours at the following libraries:</p> <ul style="list-style-type: none"> • Camden County Public Library, 1410 Georgia Highway 40, Kingsland, GA 31548 • St. Marys Public Library, 100 Herb Bauer Drive, St. Marys, GA 31558 • Brunswick-Glynn County Library, 208 Gloucester Street, Brunswick, GA 31520 • St. Simons Island Public Library, 530A Beachview Drive, St. Simons Island, GA, 31522 <p>Comments regarding the Draft EIS should be mailed to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments may also be submitted by email to FAACamdenSpaceportEIS@Leidos.com.</p> <p>FOR FURTHER INFORMATION CONTACT: Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, 800 Independence Ave. SW, Suite 325, Washington, DC 20591; telephone (202) 267-9305; email FAACamdenSpaceportEIS@Leidos.com.</p> <p>SUPPLEMENTARY INFORMATION: The FAA is announcing the availability of and requesting comments on the Spaceport Camden Draft EIS, in accordance with the National Environmental Policy Act of 1969 as amended (42 United States Code [U.S.C.] §§ 4321 <i>et seq.</i>), Council on Environmental Quality Regulations (40 Code of Federal Regulations Parts 1500–1508), and FAA Order 1050.1F, <i>Environmental Impacts: Policies and Procedures</i>. This Draft EIS is also submitted for review pursuant to the following public law requirements: Section 4(f) of the DOT Act (49 U.S.C. 303); Section 106 of the National Historic Preservation Act (54 U.S.C. 300101 <i>et seq.</i>); Executive Order (E.O.) 11988, <i>Floodplain Management</i>; DOT Order 5650.2, <i>Floodplain Management and Protection</i>; E.O. 11990, <i>Protection of Wetlands</i>; and DOT Order 5660.1A, <i>Preservation of the Nation's Wetlands</i>. Pursuant to the Coastal Zone Management Act of 1972, as amended, this project is being evaluated for consistency with the Georgia Coastal Management Program. Section 306(d)(14) of the Act requires public participation in the Federal consistency</p>
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review process. The FAA encourages the public to submit comments on the compatibility of the Proposed Action and alternatives with these special purpose laws.

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

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

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

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

At the public hearings, the FAA will present information about the Draft EIS and the environmental review process. Please note the FAA will present

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

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

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

The Draft EIS evaluates the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action, Ocean-Landing Only Alternative, and the No

Action Alternative. The FAA assessed impact categories to provide a context for understanding and assessing the potential environmental impacts of the construction and operation, as well as secondary (induced) impacts associated with the Proposed Action and alternatives. The Draft EIS focuses on the following impact categories: Air quality; biological resources (including fish, wildlife, and plants); climate; coastal resources; Department of Transportation Act, Section 4(f) (including park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development); farmlands; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological, and cultural resources; land use; natural resources and energy supply; noise and compatible land use; socioeconomics, environmental justice, and children's environmental health and safety risks; visual effects (including light emissions), and water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers). The following topics were also analyzed and are appended to the Draft EIS: Health and safety, soils and geology, transportation, and airspace.

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

Daniel Murray,
Manager, Space Transportation Development Division.
[FIR Doc. 2018-05322 Filed 3-15-18; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Thirty Ninth RTCA SC-216 Aeronautical Systems Security Plenary

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

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

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

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

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

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

A.1.2.4.2 2018 Draft EIS Delivery/Notification Letters



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

Office of Commercial Space Transportation

800 Independence Ave., SW.
Washington, DC 20591

MAR 07 2018

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

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

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

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

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

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

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

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



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Office of Commercial Space Transportation

800 Independence Ave., SW,
Washington, DC 20591

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

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "dpm".

Daniel Murray
Manager, Space Transportation Development Division



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

Office of Commercial Space Transportation

800 Independence Ave., SW.
Washington, DC 20591

MAR 07 2018

MEMORANDUM FOR: TRIBAL LEADERS

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

Dear Tribal Leader:

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

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

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

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

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

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

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

Final Environmental Impact Statement

Spaceport Camden



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

Office of Commercial Space Transportation

800 Independence Ave., SW.
Washington, DC 20591

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel Murray".

Daniel Murray
Manager, Space Transportation Development Division

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

A.1.2.4.3 2018 Draft EIS Distribution List

<i>Draft Environmental Impact Statement Spaceport Camden</i>	
9 DISTRIBUTION LIST	
1	
2	Congressional
3	<u>U.S. House of Representatives</u>
4	Earl "Buddy" L. Carter
5	1510 Newcastle Street, Suite 200
6	Brunswick, GA 31520
7	Earl "Buddy" L. Carter
8	432 Cannon House Office Building
9	Washington, DC 20515
10	<u>U.S. Senate</u>
11	Office of Senator David Perdue
12	John Eunice
13	Staffer
14	383 Russell Senate Office Building
15	Washington, DC 20510
16	John "Johnny" Isakson
17	131 Russell Senate Office Building
18	Washington, DC 20510
19	Office of Senator John Isakson
20	Brett Layson
21	Staffer
22	131 Russell Senate Office Building
23	Washington, DC 20510
24	David Perdue
25	383 Russell Senate Office Building
26	Washington, DC 20510
27	Office of Representative Buddy Carter
28	Nick Schemmel
29	Staffer
30	1510 Newcastle Street, Suite 200
31	Brunswick, GA 31520
32	<u>County Government</u>
33	<u>Camden County, Georgia</u>
34	Camden County Commission
35	PO Box 99
36	Woodbine, GA 31569
37	Katie Bishop
38	County Clerk
39	200 East 4th Street, PO Box 99
40	Woodbine, GA 31569
41	Lannie Brant
42	Commissioner, District 1
43	PO Box 99
44	Woodbine, GA 31569
45	Chuck Clark
46	Commissioner, District 2
47	PO Box 99
48	Woodbine, GA 31569
49	Jimmy Starline
50	Commissioner, District 3
51	PO Box 99
52	Woodbine, GA 31569
53	Gary Blount
54	Commissioner, District 4
55	PO Box 99
56	Woodbine, GA 31569
57	Ben Casey
58	Commissioner, District 5
59	PO Box 99
60	Woodbine, GA 31569
61	Camden County Joint Development Authority
62	Charles C. Smith, Jr.
63	Chairman
64	531 N. Lee Street
65	Kingsland, GA 31548
66	Camden County Joint Development Authority
67	Teira Cole
68	Office Manager
69	531 N. Lee Street
70	Kingsland, GA
71	Camden County Joint Development Authority
72	James Coughlin
73	Staffer
74	531 N Lee Street
75	Kingsland, GA 31548
76	Emergency Management
77	Mark Crews
78	Director
79	131 N. Lee Street
80	Kingsland, GA 31548

Draft Environmental Impact Statement
Spaceport Camden

- | | |
|---|---|
| 1 Camden County Chamber of Commerce | 42 Charlton County Board of Commissioners |
| 2 Amy Hendricks | 43 Luke Gowen |
| 3 531 N. Lee Street | 44 Commissioner |
| 4 Kingsland, GA 31548 | 45 68 Kingsland Drive, Suite B |
| 5 Board of Commissioners - Administration | 46 Folkston, GA 31537 |
| 6 Steve L. Howard | 47 Charlton County Board of Commissioners |
| 7 County Administrator | 48 Jenifer Nobles |
| 8 200 East 4th Street | 49 County Clerk |
| 9 Woodbine, GA 31569 | 50 68 Kingsland Drive, Suite B |
| 10 Camden County Planning and Development | 51 Folkston, GA 31537 |
| 11 Eric Landon | 52 Charlton County Board of Commissioners |
| 12 Director | 53 Alphya Benefield |
| 13 107 Gross Road, Suite 3 | 54 Vice Chairman |
| 14 Kingsland, GA 31548 | 55 68 Kingsland Drive, Suite B |
| 15 Camden County Public Schools | 56 Folkston, GA 31537 |
| 16 Fred Mercier | 57 Charlton County Board of Commissioners |
| 17 213 Osborn Street | 58 Ronnie Pollock |
| 18 St. Marys, GA 31558 | 59 Commissioner |
| 19 Camden County Public Schools | 60 68 Kingsland Drive, Suite B |
| 20 Filiz Morrow | 61 Folkston, GA 31537 |
| 21 512 Cardinal Circle East | 62 Environmental Sub-Committee of the |
| 22 St. Marys, GA 31558 | 63 Spaceport Camden Steering Committee |
| 23 Camden County Public Schools | 64 Ben Carswell |
| 24 Julie Parsons | 65 100 James Road |
| 25 846 Bristol Hammock Circle | 66 Jekyll Island, GA 31527 |
| 26 Kingsland, GA 31548 | 67 Environmental Sub-Committee of the |
| 27 <i>Charlton County, Georgia</i> | 68 Spaceport Camden Steering Committee |
| 28 Al Crace | 69 UGA Marine Extension and Georgia Sea Grant |
| 29 County Administrator | 70 Mark Risse, PhD |
| 30 68 Kingsland Drive, Suite B | 71 Director |
| 31 Folkston, GA 31537 | 72 1180 E. Broad Street |
| 32 Charlton County Board of Commissioners | 73 Athens, GA 30602 |
| 33 Jesse Crews | 74 <i>Glynn County, Georgia</i> |
| 34 Commissioner | 75 Michael Browning |
| 35 68 Kingsland Drive, Suite B | 76 Commissioner, District 1 |
| 36 Folkston, GA 31537 | 77 345 Buffalo Drive |
| 37 Charlton County Board of Commissioners | 78 Brunswick, GA 31523 |
| 38 James E. Everett | 79 Peter Murphy |
| 39 Chairman | 80 Commissioner, District 2 |
| 40 68 Kingsland Drive, Suite B | 81 216 Five Pounds Road |
| 41 Folkston, GA 31537 | 82 St. Simons Island, GA 31522 |

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|----|--|----|---|
| 1 | Richard Strickland | 40 | Federal Aviation Administration |
| 2 | Commissioner, District 3 | 41 | Dan Czelusniak |
| 3 | 124 Wood Crest Circle | 42 | Environmental Protection Specialist |
| 4 | Brunswick, GA 31525 | 43 | 800 Independence Ave, SW |
| 5 | Bill Brunson | 44 | Washington, DC 20591 |
| 6 | Commissioner, District 4 | 45 | Federal Aviation Administration |
| 7 | 77 Cedar Point | 46 | Space Transportation Development Division |
| 8 | Brunswick, GA 31525 | 47 | Daniel Murray |
| 9 | Allen Booker | 48 | Manager |
| 10 | Commissioner, District 5 | 49 | 800 Independence Ave, SW |
| 11 | 2279 Pinewood Drive | 50 | Washington, DC 20591 |
| 12 | Brunswick, GA 31520 | 51 | Federal Aviation Administration |
| 13 | Waste Management, Joint Water & Sewer | 52 | Howard Searight |
| 14 | Executive Director | 53 | Aerospace Engineer |
| 15 | 1703 Gloucester Street | 54 | 800 Independence Ave, SW |
| 16 | Brunswick, GA 31520 | 55 | Washington, DC 20591 |
| 17 | Kathryn Downs | 56 | Federal Aviation Administration |
| 18 | Public Information Officer | 57 | Jackie Sweatt-Essick |
| 19 | 1725 Reynolds Street, Suite 302 | 58 | Environmental Protection Program Manager |
| 20 | Brunswick, GA 31520 | 59 | 1701 Columbia Ave. |
| 21 | Alan Ours | 60 | College Park, GA 30337 |
| 22 | County Manager | 61 | Federal Aviation Administration |
| 23 | 1725 Reynolds Street, Suite 302 | 62 | Pam Underwood |
| 24 | Brunswick, GA 31520 | 63 | Deputy Manager, Operations Integration |
| 25 | Cindee S. Overstreet | 64 | Division |
| 26 | County Clerk | 65 | FAA AST Safety Office |
| 27 | 1725 Reynolds Street, Suite 302 | 66 | Patrick AFB, FL 32925 |
| 28 | Brunswick, GA 31520 | 67 | Federal Aviation Administration |
| 29 | Emergency Management | 68 | Stacey M. Zee |
| 30 | Jay Wiggins | 69 | Environmental Specialist |
| 31 | Director | 70 | 800 Independence Ave, SW |
| 32 | 157 Public Safety Blvd. | 71 | Washington, DC 20591 |
| 33 | Brunswick, GA 31520 | 72 | <u>National Marine Fisheries - National Oceanic</u> |
| 34 | Federal Agencies | 73 | <u>and Atmospheric Administration (NOAA)</u> |
| 35 | <u>Federal Aviation Administration</u> | 74 | National Marine Fisheries - NOAA |
| 36 | Federal Aviation Administration | 75 | Jaclyn Daly |
| 37 | Michael Coffman | 76 | Fishery Biologist, HCP Division |
| 38 | FAA Mike Monroney Aeronautical Center | 77 | 219 Fort Johnson Road |
| 39 | Oklahoma City, OK 73169 | 78 | Charleston, SC 29412 |
| | | 79 | National Marine Fisheries - NOAA |
| | | 80 | Shane Guan |
| | | 81 | 1315 East-West Highway, 14th FL |
| | | 82 | Silver Spring, MD 20910 |

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|--|--|
| 1 National Marine Fisheries - NOAA | 44 National Park Service, CINS |
| 2 Habitat Conservation | 45 John Fry |
| 3 Buck Sutter | 46 Chief of Resource Management |
| 4 Director | 47 101 Wheeler St. |
| 5 1315 East-West Highway, 14th Fl | 48 St. Marys, GA 31558 |
| 6 Silver Spring, MD 20910 | 49 <u>U.S. Army Corps of Engineers</u> |
| 7 National Marine Fisheries - NOAA | 50 U.S. Army Corps of Engineers |
| 8 Office of Protected Resources | 51 Shaun Blocker |
| 9 Donna S. Wieting | 52 100 W. Oglethorpe Avenue |
| 10 Director | 53 Savannah, GA 31401 |
| 11 1315 East-West Highway, 14th Fl | 54 U.S. Army Corps of Engineers - Savannah |
| 12 Silver Spring, MD 20910 | 55 District |
| 13 National Marine Fisheries - NOAA | 56 Regulatory Division |
| 14 Pace Wilber | 57 Kim Garvey |
| 15 Habitat Management | 58 Deputy Chief |
| 16 219 Fort Johnson Road | 59 100 W. Oglethorpe Avenue |
| 17 Charleston, SC 29412 | 60 Savannah, GA 31401 |
| 18 National Oceanic and Atmospheric | 61 U.S. Army Corps of Engineers - Savannah |
| 19 Administration | 62 District |
| 20 National Marine Fisheries Service, Southeast | 63 Terry Kobs |
| 21 Regional Office - Habitat Conservation Division | 64 100 W. Oglethorpe Avenue |
| 22 Cynthia Cooksey | 65 Savannah, GA 31401 |
| 23 Fishery Biologist | 66 U.S. Army Corps of Engineers |
| 24 219 Fort Johnson Road | 67 Sherelle D. Reinhardt |
| 25 Charleston, SC 29412 | 68 Regulatory Specialist |
| 26 <u>National Park Service</u> | 69 100 W Oglethorpe Ave |
| 27 National Park Service | 70 Savannah, GA 31401 |
| 28 1849 "C" Street, NW | 71 U.S. Army Corps of Engineers |
| 29 Washington, DC 20240 | 72 William Rutlin |
| 30 National Park Service | 73 Regulatory Specialist |
| 31 Stan Austin | 74 100 W Oglethorpe Ave |
| 32 100 Alabama Street, SW | 75 Savannah, GA 31401 |
| 33 Atlanta, GA 30303 | 76 U.S. Army Corps of Engineer - Savannah District |
| 34 National Park Service | 77 Jeffrey M. Hall |
| 35 Cumberland Island National Seashore | 78 Commander |
| 36 Faith Copeland-Pittman | 79 PO Box 889 |
| 37 PO Box 5763 | 80 Savannah, GA 31402 |
| 38 St. Marys, GA 31558 | 81 <u>U.S. Department of the Navy</u> |
| 39 National Park Service | 82 US Department of the Navy/GA Naval |
| 40 Steven Wright | 83 Submarine Base |
| 41 Environmental Protection Specialist | 84 Cynthia Birke |
| 42 100 Alabama St. SW, 1924 Bldg | 85 Community Planning Liaison Officer |
| 43 Atlanta, GA 30303 | 86 NAVFAC SE PWD Kings Bay |
| | 87 Kings Bay, GA 31547 |

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|---|--|
| 1 U.S. Department of the Navy | 44 Regional Administrator |
| 2 James Colter | 45 61 Forsyth Street, SW |
| 3 NAVFAC SE PWD Kings Bay, GA Naval | 46 Atlanta, GA 30303 |
| 4 Submarine Base | 47 U.S. Environmental Protection Agency |
| 5 Kings Bay, GA 31547 | 48 Eric Somerville |
| 6 U.S. Department of the Navy | 49 Regulatory Specialist |
| 7 C. R. Destafney | 50 61 Forsyth Street, SW |
| 8 Regional Environmental Director | 51 Atlanta, GA 30303 |
| 9 PO Box 30A / NAS JAX Building 903 | 52 <u>U.S. Fish and Wildlife Service</u> |
| 10 Jacksonville, FL 32212 | 53 U.S. Fish and Wildlife Service |
| 11 U.S. Department of the Navy | 54 Coastal Georgia Sub Office |
| 12 Omarr Tobias | 55 Robert Brooks |
| 13 NAVFAC SE PWD Kings Bay, GA Naval | 56 4890 Wildlife Drive, NE |
| 14 Submarine Base | 57 Townsend, GA 31331 |
| 15 Kings Bay, GA 31547 | 58 U.S. Fish and Wildlife Service |
| 16 <u>U.S. Department of the Interior</u> | 59 Georgia Ecological Services |
| 17 U.S. Department of the Interior | 60 Gail Martinez |
| 18 75 Spring Street, Room 1048 | 61 4980 Wildlife Drive, NE |
| 19 Atlanta, GA 30303 | 62 Townsend, GA 31331 |
| 20 U.S. Department of the Interior | 63 U.S. Fish and Wildlife Service |
| 21 Joyce Stanley | 64 ESA - Section 7 |
| 22 Regional Environmental Protection Specialist | 65 Bill Wikoff |
| 23 75 Spring Street, Rm 1048 | 66 4980 Wildlife Drive, NE |
| 24 Atlanta, GA 30303 | 67 Townsend, GA 31331 |
| 25 U.S. Department of Veterans Affairs | 68 <u>United States Coast Guard</u> |
| 26 Secretary of Veterans Affairs | 69 Commander, Coast Guard Maritime Force |
| 27 810 Vermont Avenue NW | 70 Protection Unit, Kings Bay |
| 28 Washington, DC 20420 | 71 Kevin Jones |
| 29 <u>U.S. Environmental Protection Agency</u> | 72 1063 USS Tennessee Avenue |
| 30 U.S. Environmental Protection Agency | 73 Kings Bay Base, GA 31547 |
| 31 Larry O. Gissentanna | 74 United States Coast Guard |
| 32 Regional Administrator, Region 4 | 75 Adam White |
| 33 61 Forsyth Street, SW | 76 100 W. Oglethorpe Ave. Ste 1017 |
| 34 Atlanta, GA 30303 | 77 Savannah, GA 31401 |
| 35 U.S. Environmental Protection Agency | 78 <u>United States Marine Corps</u> |
| 36 Gwen Keys-Fleming | 79 William A. Drawdy |
| 37 Regional Administrator, Region 4 | 80 Natural Resources and Environmental Affairs |
| 38 Sam Nunn Atlanta Federal Center | 81 Officer |
| 39 61 Forsyth Street, SW | 82 Marine Corps Air Station, Beaufort, SC |
| 40 Atlanta, GA 30303 | 83 Mary Ryan |
| 41 U.S. Environmental Protection Agency | 84 Air Quality/NEPA Program Manager |
| 42 Region 4 | 85 Marine Corps Air Station |
| 43 Heather McTeer-Toney | 86 Beaufort, SC 29904-5001 |

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1	<i>Libraries, Educational Institutions</i>	39	<i>Local Government</i>
2	<i>Brunswick-Glynn County</i>	40	<i>Columbus, Georgia</i>
3	St. Simons Public Library	41	Columbus Fire and Emergency Medical Services
4	Librarian	42	R. Riley
5	530 Beachview Drive #A	43	Land
6	St. Simons Island, GA 31522	44	Deputy Director
7	Librarian	45	Emerg Mgmt/Homeland Sec Division
8	208 Gloucester Street	46	Columbus, GA 31901
9	Brunswick, GA 31520	47	<i>Brunswick, Georgia</i>
10	<i>Camden County, Georgia</i>	48	Georgia Ports Authority
11	Camden County School District	49	Mayors Point Terminal
12	PO Box 1329	50	Port of Brunswick, PO Box 1758
13	Kingsland, GA 31548	51	Brunswick, GA 31521
14	College of Coastal Georgia	52	Naomi Atkinson
15	1 College Drive	53	City Clerk
16	Brunswick, GA 31520	54	601 Gloucester Street
17	Augusta University	55	Brunswick, GA 31520
18	Stacey Bennetts	56	Johnny Cason
19	2500 Walton Way	57	Commissioner
20	Augusta, GA 309021	58	601 Gloucester Street
21	The University of Georgia, SBDC	59	Brunswick, GA 31520
22	David Lewis	60	James D. Drumm
23	Area Director	61	City Manager
24	501 Gloucester Street, Suite 200	62	601 Gloucester Street
25	Brunswick, GA 31521	63	Brunswick, GA 31520
26	Augusta University	64	Arne Glaeser
27	Jessica M. Reichmth	65	City Planner, Planning and Zoning
28	1120 15th Street	66	601 Gloucester Street
29	Augusta, GA 30904	67	Brunswick, GA 31520
30	<i>Three Rivers Regional Library System</i>	68	Felicia Harris
31	St. Marys Public Library	69	Mayor Pro Tem
32	Librarian	70	601 Gloucester Street
33	100 Herb Bauer Drive	71	Brunswick, GA 31520
34	St. Marys, GA 31558	72	Cornell Harvey
35	Camden Public Library	73	Mayor
36	Librarian	74	601 Gloucester Street
37	1410 Highway 40 East	75	Brunswick, GA 31520
38	Kingsland, GA 31548	76	Julie T. Martin
		77	Commissioner
		78	601 Gloucester Street
		79	Brunswick, GA 31520

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1	Shauntae Walker	41	Jim Gant
2	Comm Dev Bk Grant Manager	42	Council Member Post 3
3	601 Gloucester Street	43	808 Devon Drive
4	Brunswick, GA 31520	44	St. Marys, GA 31558
5	Vincent Williams	45	John J. Holman
6	Commissioner	46	City Manager
7	601 Gloucester Street	47	418 Osborne Street
8	Brunswick, GA 31520	48	St. Marys, GA 31558
9	<i>Kingsland, Georgia</i>	49	John F. Morrissey
10	Downtown Development	50	Mayor
11	Patricia C. Jared	51	418 Osborne Street
12	PO Box 250	52	St. Marys, GA 31558
13	Kingsland, GA 31548	53	Robert L. Nutter
14	Planning and Zoning	54	Council Member Post 1
15	Ken Kessler	55	521 Moeckel Place
16	Director	56	St. Marys, GA 31558
17	PO Box 250	57	Elaine Powierski
18	Kingsland, GA 31548	58	Council Member Post 2
19	City Clerk	59	571 Cardinal Circle East
20	Linda M. O'Shaughnessy	60	St. Marys, GA 31558
21	PO Box 250	61	Allen Rassi Jr.
22	Kingsland, GA 31548	62	Council Member Post 5
23	Mayor	63	210 Overlook Lane
24	Kenneth E. Smith	64	St. Marys, GA 31558
25	PO Box 837	65	David Reilly
26	Kingsland, GA 31548	66	Council Member Post 4
27	Terry R. Smith	67	1062 Greenwillow Drive
28	Fire Chief	68	St. Marys, GA 31558
29	595 E. King Ave.	69	Peggy Trader
30	Kingsland, GA 31548	70	Chair, Historic Preservation Commission
31	City Manager	71	418 Obsborne Street
32	Lee H. Spell	72	St. Marys, GA 31558
33	PO Box 250	73	Linda P. Williams
34	Kingsland, GA 31548	74	Council Member Post 6
35	<i>St. Marys, Georgia</i>	75	703 Bealey Street
36	Community Development	76	St. Marys, GA 31558
37	Jeffrey S. Adams	77	<i>Woodbine, Georgia</i>
38	Director	78	Rob Baird
39	418 Osborne Street	79	Councilor
40	St. Marys, GA 31558	80	310 Bedell Avenue
		81	Woodbine, GA 31569

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1	M. Lynn Courson	40	Non-Governmental Organizations
2	City Clerk	41	Camden Partnership
3	310 Bedell Ave, PO Box 26	42	Sheila McNeil
4	Woodbine, GA 31569	43	President
5	Donald Harrelson	44	531 North Lee Street
6	Councilor	45	Kingsland, GA 31548
7	310 Bedell Ave	46	Camden Round Table (CRT)
8	Woodbine, GA 31569	47	Dave Southern
9	C. C. Higginbotham, Jr.	48	President
10	Councilor	49	277 Osprey Circle
11	310 Bedell Ave, PO Box 26	50	St. Marys, GA 31558
12	Woodbine, GA 31569	51	Coastal Georgia Greenway
13	Louise Mitchell	52	Gray's Reef National Marine Sanctuary
14	Mayor Pro-tem	53	Becky Shortland
15	310 Bedell Ave, PO Box 26	54	Resource Protection Coordinator
16	Woodbine, GA 31569	55	10 Ocean Science Circle
17	Steve Parrott	56	Savannah, GA 31411
18	Mayor	57	Georgia Conservancy
19	310 Bedell Ave, PO Box 26	58	Altamaha Riverkeeper
20	Woodbine, GA 31569	59	Joni House
21	Ken Walker	60	President
22	City Administrator	61	PO Box 4122
23	310 Bedell Ave, PO Box 26	62	Macon, GA 31208
24	Woodbine, GA 31569	63	Georgia Conservancy
25	Media	64	Charles McMillan
26	St. Marys Magazine	65	428 Bull Street
27	Barbara Ryan	66	Savannah, GA 31401
28	511 Osborne Street	67	Little Cumberland Island
29	St. Marys, GA 31558	68	Russell L. Regnery
30	Tribune & Georgian	69	4090 Livesey Road
31	Jill Helton	70	Tucker, GA 30084
32	Publisher	71	National Parks Conservation Association
33	PO Box 6960/206 Osborne Street	72	Emily A. Jones
34	St. Marys, GA 31558	73	Sr. Program Manager, Southeast Region
35	WABE	74	4707 Skyline Dr.
36	Molly Samuel	75	Knoxville, TN 87914
37	Reporter	76	One Hundred Miles
38	740 Bismark Rd. NE	77	Megan Desrosiers
39	Atlanta, GA 30324	78	PO Box 2056
		79	Brunswick, GA 31520

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|---|---|
| 1 One Hundred Miles | 41 State Agencies |
| 2 Kelly Patton | 42 <u>Coastal Regional Commission of Georgia</u> |
| 3 Program Associate | 43 Coastal Regional Commission of Georgia |
| 4 PO Box 2056 | 44 Allen Burns |
| 5 Brunswick, GA 31520 | 45 Executive Director |
| 6 Satilla Riverkeeper | 46 1181 Coastal Drive SW |
| 7 Ashby Nix Worley | 47 Darien, GA 31305 |
| 8 PO Box 697 | 48 Coastal Regional Commission of Georgia |
| 9 Woodbine, GA 31569 | 49 Colleta Harper |
| 10 Southern Environmental Law Center | 50 1181 Coastal Drive SW |
| 11 Helen Barnes | 51 Darien, GA 31305 |
| 12 Associate Attorney | 52 <u>Georgia Department of Community Affairs</u> |
| 13 Ten 10th Street NW, Suite 1050 | 53 Georgia Department of Community Affairs |
| 14 Atlanta, GA 30309 | 54 60 Executive Park South, NE |
| 15 Southern Environmental Law Center | 55 Atlanta, GA 30329 |
| 16 Gil Rogers | 56 Georgia Department of Community Affairs |
| 17 Ten 10th St. | 57 Deatre Denion |
| 18 Atlanta, GA 30309 | 58 60 Executive Park South, NE |
| 19 St. Simons Island | 59 Atlanta, GA 30329 |
| 20 Administrative Offices | 60 Georgia Department of Community Affairs |
| 21 1505 Richmond Street | 61 Saralyn Stafford |
| 22 Brunswick, GA 31520 | 62 Division Director |
| 23 St. Simons Island | 63 60 Executive Park South, NE |
| 24 Phil Fortune | 64 Atlanta, GA 30329 |
| 25 2700 Marquis One Tower | 65 Georgia Department of Community Affairs |
| 26 Atlanta, GA 30303 | 66 Adriane Wood |
| 27 The Georgia Conservancy | 67 60 Executive Park South, NE |
| 28 Robert Ramsay | 68 Atlanta, GA 30329 |
| 29 President | 69 <u>Georgia Department of Natural Resources</u> |
| 30 817 West Peachtree Street, Suite 200 | 70 Georgia Department of Natural Resources |
| 31 Atlanta, GA 30308 | 71 254 Washington Street SW, Ground Level |
| 32 The Jekyll Island Authority | 72 Atlanta, GA 30334 |
| 33 A. Richard Royal | 73 Georgia Department of Natural Resources |
| 34 Chairman, Board of Directors | 74 Non-Game Conservation |
| 35 100 James Road | 75 2070 US Hwy 278, SE |
| 36 Jekyll Island, GA 31527 | 76 Social Circle, GA 30025 |
| 37 Wild Cumberland | 77 Georgia Department of Natural Resources |
| 38 C. Ruckdeschel | 78 Historic Preservation Division |
| 39 PO Box 7080 | 79 2610 Georgia Highway 155, SW |
| 40 St. Marys, GA 31558 | 80 Stockbridge, GA 30281 |

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|---|--|
| 1 Georgia Department of Natural Resources | 42 Georgia Department of Natural Resources |
| 2 David Crass | 43 Mark Williams |
| 3 Director, Historic Preservation Division | 44 Commissioner, Office of the Commissioner |
| 4 254 Washington Street SW | 45 2 Martin Luther King Jr. Drive SE, Suite 1252 |
| 5 Atlanta, GA 30334 | 46 Atlanta, GA 30334 |
| 6 Georgia Department of Natural Resources | 47 Georgia Department of Natural Resources |
| 7 Dan Forster | 48 Georgia State Parks |
| 8 Director, Wildlife Resources Division | 49 Bobby Wilson |
| 9 2070 US Hwy 278, SE | 50 One Conservation Way |
| 10 Social Circle, GA 30025 | 51 Brunswick, GA 30152 |
| 11 Georgia Department of Natural Resources | 52 Georgia Department of Natural Resources |
| 12 Eddie Henderson | 53 Spud Woodward |
| 13 Director, Law Enforcement Division | 54 Director, Coastal Resources Division |
| 14 2070 US Hwy 278, SE | 55 One Conservation Way |
| 15 Social Circle, GA 30025 | 56 Brunswick, GA 31520 |
| 16 Georgia Department of Natural Resources | 57 Georgia Department of Natural Resources, CRD |
| 17 Duncan N. Johnson, Jr. | 58 Karl Burgess |
| 18 Chairman, Board of Directors | 59 1 Conservation Way |
| 19 2 Martin Luther King Jr Drive, Suite 1252 | 60 Brunswick, GA 31520 |
| 20 Atlanta, GA 30334 | 61 Georgia Department of Natural Resources, CRD |
| 21 Georgia Department of Natural Resources | 62 Bradley Smith |
| 22 Becky Kelley | 63 400 Commerce Center Drive |
| 23 Director, Parks, Recreation and Historic Sites | 64 Brunswick, GA 31523-8251 |
| 24 Division | 65 <u>Georgia Department of Transportation</u> |
| 25 2600 Hwy 155 SW, Suite C | 66 Georgia Department of Transportation |
| 26 Stockbridge, GA 30281 | 67 Engineering Division |
| 27 Georgia Department of Natural Resources | 68 600 West Peachtree NW, 25th Floor |
| 28 Kelie Moore | 69 Atlanta, GA 30308 |
| 29 Federal Consistency Coordinator | 70 Georgia Department of Transportation |
| 30 One Conservation Way | 71 Hiral Patel |
| 31 Brunswick, GA 31520 | 72 Director of Engineering, Engineering Division |
| 32 Georgia Department of Natural Resources | 73 600 West Peachtree NW, 25th FL |
| 33 Tom Shillock | 74 Atlanta, GA 30308 |
| 34 Floodplain Manager | 75 <u>Georgia Emergency Management Agency</u> |
| 35 200 Piedmont Ave SW, Suite 418 | 76 Georgia Emergency Management Agency |
| 36 Atlanta, GA 30334 | 77 Jim Butterworth |
| 37 Georgia Department of Natural Resources | 78 Director |
| 38 Judson H. Turner | 79 935 E Confederate Avenue, SE |
| 39 Director, Environmental Protection Division | 80 Atlanta, GA 30316 |
| 40 2 Martin Luther King Jr Dr, Suite 1456 | |
| 41 Atlanta, GA 30334 | |

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|--|--|
| 1 <u>Georgia Forestry Commission</u> | 42 <u>Georgia</u> |
| 2 Georgia Forestry Commission | 43 Georgia House of Representatives |
| 3 Robert Farris | 44 Alex Atwood |
| 4 Director | 45 300 Main Street, Suite 201 |
| 5 5645 Riggins Mill Road | 46 St. Simons Island, GA 31522 |
| 6 Dry Branch, GA 31020 | |
| 7 <u>Space Florida</u> | 47 Georgia House of Representatives |
| 8 Space Florida | 48 John Corbett |
| 9 Dale Katchain | 49 607-E Coverdell Legislative Office Building |
| 10 505 Odyssey Way | 50 Atlanta, GA 30334 |
| 11 Exploration Park, FL 32953 | |
| 12 <u>Special Interest</u> | 51 Georgia House of Representatives |
| 13 Crooked River State Park | 52 Mike Dudgeon |
| 14 Joe Bradford | 53 608-C Coverdell Legislative Office Building |
| 15 6222 Charlie Smith Sr. Highway | 54 Atlanta, GA 30334 |
| 16 St. Marys, GA 31558 | |
| 17 Historic Preservation Division | 55 Georgia House of Representatives |
| 18 Georgia Council on American Indian Concerns | 56 Jeff Jones |
| 19 254 Washington Street SW, Ground Level | 57 411-F Coverdell Legislative Office Building |
| 20 Atlanta, GA 30334 | 58 Atlanta, GA 30334 |
| 21 Crooked River State Park | 59 Georgia House of Representatives |
| 22 Park Manager | 60 Brad Raffensperger |
| 23 6222 Charlie Smith Sr Highway | 61 10335 Belladrum |
| 24 St. Marys, GA 31558 | 62 Johns Creek, GA 30022 |
| 25 Gullah/Geechee Nation Headquarters | 63 Georgia House of Representatives |
| 26 Post Office Box 1109 | 64 Paulette Rakestraw |
| 27 St. Helena Island SC 29920 | 65 501-H Coverdell Legislative Office Building |
| 28 <u>State Historic Preservation Office</u> | 66 Atlanta, GA 30334 |
| 29 State Historic Preservation Office | 67 Georgia House of Representatives |
| 30 Georgia Department of Natural Resources | 68 Jason Shaw |
| 31 Jennifer Dixon | 69 508-A Coverdell Legislative Office Building |
| 32 Environmental Review and Preservation | 70 Atlanta, GA 30334 |
| 33 Planning Program Manager | |
| 34 Historic Preservation Division | 71 Georgia House of Representatives |
| 35 <u>State Government</u> | 72 Jason Spencer |
| 36 <u>Florida</u> | 73 28 Yachtsman Court |
| 37 Florida Transportation Commission | 74 Woodbine, GA 31569 |
| 38 Matthew D. Ubben | |
| 39 Executive Director | 75 Georgia House of Representatives |
| 40 605 Suwannee Street, Mail Station 9 | 76 Bruce Williamson |
| 41 Tallahassee, FL 32399 | 77 PO Box 430 |
| | 78 Monroe, GA 30655 |
| | 79 Georgia State Senate |
| | 80 William T. Ligon, Jr. |
| | 81 421-C State Capitol |
| | 82 Atlanta, GA 30334 |

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|---|--|
| 1 Governor's Office | 41 Eastern Band of Cherokee Indians |
| 2 Office of the Lieutenant Governor | 42 Patrick Lambert |
| 3 Casey Cagle | 43 Principal Chief |
| 4 Lieutenant Governor | 44 PO Box 455 |
| 5 204 State Capitol | 45 Cherokee, NC 28719 |
| 6 Atlanta, GA 30334 | 46 Eastern Band of Cherokee Indians |
| 7 Governor's Office | 47 Russell Townsend |
| 8 Governor Nathan Deal | 48 Tribal Historic Preservation Officer |
| 9 206 Washington Street, 111 State Capitol | 49 Qualla Boundary Reservation |
| 10 Atlanta, GA 30334 | 50 Cherokee, NC 28719 |
| 11 <i>Tribal</i> | 51 <i>Georgia Tribe of Eastern Cherokee</i> |
| 12 <i>Cherokee Nation of Oklahoma</i> | 52 Georgia Tribe of Eastern Cherokee |
| 13 Cherokee Nation of Oklahoma | 53 Georgia Tribe of Eastern |
| 14 Bill John Baker | 54 Cherokee |
| 15 Principal Chief and THPO | 55 PO Box 1915 |
| 16 PO Box 984 | 56 Cumming, GA 30028 |
| 17 Tahlequah, OK 74465 | 57 <i>Lower Muskogee Creek Tribe</i> |
| 18 <i>Chickasaw Nation</i> | 58 Lower Muskogee Creek Tribe |
| 19 Chickasaw Nation | 59 Marian S. McCormick |
| 20 Virginia Nail | 60 Principal Chief |
| 21 Tribal Historic Preservation Officer | 61 106 Tall Pine Drive |
| 22 PO Box 1548 | 62 Whigham, GA 39897 |
| 23 Ada, OK 74821 | 63 <i>Miccosukee Tribe of Indians</i> |
| 24 <i>Choctaw Nation of Oklahoma</i> | 64 Miccosukee Tribe of Indians |
| 25 Choctaw Nation of Oklahoma | 65 Colley Billie |
| 26 Gary Batton | 66 Chairperson |
| 27 Chief | 67 PO Box 440021 |
| 28 PO Box 1210 | 68 Miami, FL 33144 |
| 29 Durant, OK 74701-1210 | 69 <i>Muscogee (Creek) Nation of Oklahoma</i> |
| 30 Choctaw Nation of Oklahoma | 70 Muscogee (Creek) Nation of Oklahoma |
| 31 Ian Thompson | 71 Rae Lynn Butler |
| 32 Tribal Historic Preservation Officer | 72 Tribal Historic Preservation Officer |
| 33 PO Drawer 1210 | 73 PO Box 580 |
| 34 Durant, OK 74702-1210 | 74 Okmulgee, OK 74447 |
| 35 <i>Eastern Band of Cherokee Indians</i> | 75 Muscogee (Creek) Nation of Oklahoma |
| 36 Eastern Band of Cherokee Indians | 76 Johnnie Jacobs |
| 37 Michell Hicks | 77 Tribal Historic Preservation Officer Manager |
| 38 Principal Chief | 78 PO Box 580 |
| 39 Qualla Boundary, PO Box 455 | 79 Okmulgee, OK 74447 |
| 40 Cherokee, NC 28719 | |

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|----|--|----|---|
| 1 | Muscogee (Creek) Nation of Oklahoma | 44 | Seminole Tribe of Florida |
| 2 | Emman Spain | 45 | James E. Billie |
| 3 | Tribal Historic Preservation Officer | 46 | Chairman |
| 4 | PO Box 580 | 47 | 6300 Stirling Road |
| 5 | Okmulgee, OK 74447 | 48 | Hollywood, FL 33024 |
| 6 | Muscogee (Creek) Nation of Oklahoma | 49 | <u>The Chickasaw Nation</u> |
| 7 | George Tiger | 50 | The Chickasaw Nation |
| 8 | Principal Chief | 51 | Bill Anoatubby |
| 9 | PO Box 580 | 52 | Governor |
| 10 | Okmulgee, OK 74447 | 53 | PO Box 1548 |
| 11 | <u>Poarch Band of Creek Indians, Alabama</u> | 54 | Ada, OK 74821 |
| 12 | Poarch Band of Creek Indians, Alabama | 55 | <u>Thlophlocco Tribal Town</u> |
| 13 | Stephanie Bryan | 56 | Thlophlocco Tribal Town |
| 14 | Chairperson | 57 | Charles Coleman |
| 15 | 5811 Jack Springs Road | 58 | Tribal Historic Preservation Officer |
| 16 | Atmore, AL 36502 | 59 | PO Box 188 |
| 17 | Poarch Band of Creek Indians, Alabama | 60 | Okemah, OK 74859 |
| 18 | Robert Thrower | 61 | Thlophlocco Tribal Town |
| 19 | Tribal Historic Preservation Officer | 62 | George Scott |
| 20 | 5811 Jack Springs Road | 63 | Town King |
| 21 | Atmore, AL 36502 | 64 | P.O. Box 188 |
| 22 | <u>Seminole Nation of Oklahoma</u> | 65 | Okemah, OK 74859 |
| 23 | Seminole Nation of Oklahoma | 66 | <u>United Creeks of Georgia</u> |
| 24 | Alan D. Emarthle | 67 | United Creeks of Georgia |
| 25 | Tribal Historic Preservation Officer | 68 | 565 Warwick Street |
| 26 | PO Box 1768 | 69 | Atlanta, GA 30316 |
| 27 | Seminole, OK 74868 | 70 | <u>United Keetoowah Band of Cherokee Indians,</u> |
| 28 | Seminole Nation of Oklahoma | 71 | <u>Oklahoma</u> |
| 29 | Leonard M. Harjo | 72 | United Keetoowah Band of Cherokee Indians, |
| 30 | Principal Chief | 73 | Oklahoma |
| 31 | PO Box 1498 | 74 | Lisa LaRue-Baker |
| 32 | Wewoka, OK 74884 | 75 | Tribal Historic Preservation Officer |
| 33 | Seminole Nation of Oklahoma | 76 | PO Box 746 |
| 34 | Natalie (Deere) Harjo | 77 | Tahlequah, OK 74465 |
| 35 | Tribal Historic Preservation Officer | 78 | United Keetoowah Band of Cherokee Indians, |
| 36 | PO Box 1498 | 79 | Oklahoma |
| 37 | Wewoka, OK 74868 | 80 | George Wickliffe |
| 38 | <u>Seminole Tribe of Florida</u> | 81 | Chief |
| 39 | Seminole Tribe of Florida | 82 | PO Box 746 |
| 40 | Paul N. Backhouse | 83 | Tahlequah, OK 74465 |
| 41 | Tribal Historic Preservation Officer | | |
| 42 | 30290 Josie Billie Highway | | |
| 43 | Clewiston, FL 33440 | | |

A.1.2.4.4 Newspaper Advertisements - March 2018

Tribune and Georgian - Thursday, March 8, 2018

Thursday, March 8, 2018

Tribune & Georgian

5A

Letters

from page A4

Jonesboro, Georgia police arrested ARCA Space's director for sacrilege and fraud. Also, XCOR, which was once headed by Camden's self-proclaimed "spaceport subject matter expert," has for the same time worked for Camden, collapsed in bankruptcy owing Space Florida \$3 million plus another \$10 million more.

Then, Texas Spaceport development authority. Since 1996, Interturbulent Systems has sold \$19,000 satellite kits to colleges that include a Texas license on its Interturbulent NERFENE series Rocket." The Neptune has never launched.

Camden's space consultants and public officials embed the space and simultaneously emphasize the substantial safety and economic risks that come with a spaceport license because everything will always be for these hard-liners.

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

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

*Steve Winkle
Harriett Buff*

It's long overdued for consolidation

Dear Editor:

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

Fire departments have been in the last year. I was surprised this was not already the case as most areas of the country

have already consolidated small communities into a countywide department.

The advantages are huge for larger entities, especially in the pronounced, top-of-the-line equipment can be purchased and updated, big improvement in personnel retention as pay increases and more opportunities for advancement, training, etc., as well as elevations jump up and, most important of all, the cost to the local municipalities drops significantly.

Interturbulent Systems conducted in south Florida and the Tampa area showed that cities/towns with populations with less than 5,000 residents should merge with larger towns with much broader coverage.

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

I urge the leaders of the three small cities in Camden County to look hard at this and consider the benefits. Our tax dollars could be used more effectively not only reduced costs but better and more efficient fire rescue services.

*Steve Haugan
Steve Murphy*

Senate bill 375 discriminates

Dear Editor:

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

If anyone has a child does not understand the biblical belief of family, religious liberty or LGBTQ communities. But they quickly figure out they

are vulnerable and long for something they don't have and can't quite put into words.

Please tell me why someone can't see that the LGBTQ community could not relate to being ridiculed, ill-treated and made to feel like an outcast? Why would someone who has experienced that not be equipped to find and give compassion and unconditional love?

I don't know what Sen. Ligon or Sen. Wilson Ligon is saying for Bill 375. I surely hope it isn't taught in the Camden County school system. If you bring in ages that discriminate again any kind of minority, you are creating opportunity for discrimination.

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

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

But please, do not your religious beliefs as religious liberties. That is not what we send Sen. Ligon to Atlanta to accomplish. My son, Dana Sweeney, stood up to be counted with us in the ill-conceived and unacceptable legislation. I stand beside Dana as a proud mother. I am a friend and neighbor to many friends and family, religious liberty or LGBTQ communities. But they quickly figure out they

are sending us. Stand with us and let us remind Sen. Ligon that our Camden voices and our vote will be counted.

*Mary F. Stoney
Kingland*

Courteous driving makes an impact

Dear Editor,

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

"Traveling as much as I do exposes me to a lot of different people and, consequently, different cultures. I recently returned from a long assignment in the sea coast of New Hampshire and Southern Maine. I must admit that I thought we were in the Deep South, but I took a wrong turn and ended up in Maine. I was sad to report that we do not have as much as if you had experienced the people in New England. They have been so welcoming and so amiable in that they put us to shame when it comes to hospitality, courtesy and friendliness while driving.

I have been back in Camden for about two weeks now and it is particularly obvious that we could take a lesson from the folks in the Portsmouth, NH, area. They have their turn signals on the right side of the car in the street if they even think you might be entering a crosswalk; we rarely do. They merge into traffic and stay to the right side of the road during we rarely do. They do not pull out in front of others when it is obvious there is not a car behind you for a mile or two; we typically do.

I know that Camden is unique because of the large

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

If you have lived here all your life and find yourself driving with bad habits you may want to consider if you should change and break those habits with you, just

WE WANT YOUR OPINION

What do you think about the ABL agreement?

LAST WEEK'S RESULTS

What do you think the draft EIS will say?

42% The country can proceed with applying for a license

33% I'm not sure

25% The country can't proceed with its application

THE PHANTOM OF THE OPERA

Music by Andrew Lloyd Webber. Lyrics by Charles Hart

Book by Richard Stilgoe & Andrew Lloyd Webber

Additional lyrics by Richard Stilgoe

Based on the novel "Le Fantôme de l'Opéra" by Gaston Leroux

March 22 - 25, 2018

CCHS Auditorium
7PM Nightly • 2PM Sunday

For ticket information, call 470-333-4400 or visit www.coastalpines.edu

In the parade

American Legion Post No. 511 members prepare their Mardi Gras parade float. Brett Spann drove during the parade.

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

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

In accordance with the National Environmental Policy Act, the Federal Aviation Administration (FAA) is ensuring the availability of the Proposed Camden Draft Environmental Impact Statement (EIS) on March 8, 2018. The Draft EIS for the Camden County, NJ, area will be available for review at the public hearing. The Draft EIS will describe the proposed project and the resulting effects on the environment and the affected communities. The Draft EIS will also evaluate the proposed project in relation to other feasible alternatives and to 12 associated draft facility/travel-stop options per se impact of the sacrifice. The Draft EIS will contain 12 witness locations and an environmental impact statement for each alternative. The Draft EIS will be made available beginning Friday, March 9, 2018, at the following website:

http://www.faa.gov/airports/airports/programs/airports/plan/plan_eis/documents/draft_eis/documents/proposalediseis.pdf

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

• Camden County Office Building, 100 Broad Street, 4th Floor, Camden, NJ 08103

• Mayor Eddie Cullen Library, 200 Gloucester Street, Camden, NJ 08102

• Camden County Library, 300 Gloucester Street, Camden, NJ 08102

• Camden Public Library, 601 West Broad Street, Camden, NJ 08102

• Camden Public Library, 100 Broad Street, Camden, NJ 08103

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Final Environmental Impact Statement

Spaceport Camden

Florida Times-Union - Sunday, March 11, 2018

<p>THE FLORIDA TIMES-UNION Jacksonville, FL Affidavit of Publication</p> <p>Florida Times-Union</p> <p>LEIDOS 2109 AIR PARK RD SE STE 200 ALBUQUERQUE, NM 87106</p> <p>ACCT: 29691 AD# 0003015726-01</p> <p>State of Florida County of Duval</p> <p>Before the undersigned authority personally appeared Sharon Walker who on oath says he/she is a Legal Advertising Representative of The Florida Times-Union, a daily newspaper published in Jacksonville in Duval County, Florida; that the attached copy of advertisement is a legal ad published in The Florida Times-Union. Affiant further says that The Florida Times-Union is a newspaper published in Jacksonville, in Duval County, Florida, and that the newspaper has heretofore been continuously published in Duval County, Florida each day, has been entered as second class mail matter at the post office in Jacksonville, in Duval County, Florida, for a period of one year preceding the first publication of the attached copy of advertisement; and affiant further says the he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission, or refund for the purpose of securing this advertisement for publication in said newspaper.</p> <p>PUBLISHED ON: 03/11/2018</p> <p>FILED ON: 03/11/2018</p>	<p>Federal Aviation Administration - Notice of Draft EIS Availability and Public Hearings</p> <p>The Federal Aviation Administration Invites You to Attend a Public Hearing for the Spaceport Camden Draft Environmental Impact Statement</p> <p>In accordance with the National Environmental Policy Act, the Federal Aviation Administration (FAA) is announcing the availability of the Spaceport Camden Draft Environmental Impact Statement (EIS) on March 9, 2018. The Draft EIS for the Camden County, Georgia, Spaceport evaluates the potential environmental impacts that may result from FAA's proposed action of issuing a Launch Site Operator License to the Camden County Board of Commissioners. The license would allow the County to offer the commercial space launch site, Spaceport Camden, to commercial launch operators to conduct launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. Operations would include up to 12 vertical launches per month by the licensed launch vehicle first-stage providers per year. In support of the launches, there would be up to 12 wet dress rehearsals and up to 12 static fire engine tests per year. An electronic version of the Draft EIS will be made available beginning March 9, 2018 on the FAA Office of Commercial Space Transportation website at: https://www.faa.gov/about/office_of_headquarters/offices/st/environmental/nepo_docs/review/documents_progress/camden_spaceport/</p> <p>A paper copy of the Draft EIS may be reviewed for comment during regular business hours beginning March 9, 2018 at the following libraries:</p> <p>Camden County Public Library, 1410 Georgia Highway 40, Kingsland, GA 31548 St. Marys Public Library, 100 Herb Bauer Drive, St. Marys, GA 31558 Brunswick-Glynn County Library, 208 Gloucester Street, Brunswick, GA 31320 St. Simons Island Public Library, 530A Beachview Drive, St. Simons Island, GA, 31522</p> <p>The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS by May 7, 2018. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns. Comments may be submitted either electronically to the Draft EIS or via hardcopy documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.</p> <p>The FAA will hold two public hearings to solicit comments on the Draft EIS on Wednesday, April 11 and Thursday, April 12, 2018, from 5:30 pm - 8:30 pm at the following location:</p> <p>Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, GA 31548, (912) 729-5600.</p> <p>At the hearings, the FAA will describe the proposed action and alternatives to the proposed action, potential impacts of the proposed action and alternatives, and the environmental review process, followed by a public statement period in which members of the public may provide up to a three-minute statement. Comments can be mailed to Ms. Stacey M. Zee, Environmental Specialist, Federal Aviation Administration, c/o Leidos, 2109 Air Park Road SE, Suite 200, Albuquerque, NM 87106. Comments can also be sent by email to FAACamdenSpaceportEIS@Leidos.com.</p> <p>Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly accessible 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.</p>
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Name: Sharon Walker Title: Legal Advertising Representative

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

NOTARY: *Christine Baker*



A.1.2.4.5 Newspaper Advertisements - April 2018

Tribune and Georgian - Thursday, April 5, 2018

Thursday, April 5, 2018

Tribune & Georgian

7A

Project

from page 1A

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

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

The said spaceport operations would be in direct conflict with the Little Cumberland Island homeowners association's agreement with the county's department of interior to conserve and protect the island.

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

"Authorized persons"

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

Lang and others fear that this is a deliberate attempt by the county to advertise the law in a way that would put their lives and property at risk. He also noted no provision or using the term "authorized persons" to exclude landowners who may choose to be on their property at the time of the launch.

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

According to the EIS for Brownsville, no homeowners are named among "authorized persons" who will be allowed access to their homes during launches via security checkpoints.

"Given the potential SpaceX personnel, security personnel, and anyone with property beyond this soft checkpoint could pass, but the public would not be denied access." The second checkpoint would be a hard checkpoint, just west of the control center area, which is a "no area" area determined by the county as being hazard areas," the EIS says.

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

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

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

Lang said he assumed that the area will be closed during launches from Camden.

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

According to news articles in Boca Chica, SpaceX has purchased 100% of those lands. Lang said he believes that the company may also be negotiating agreements with individual property owners, but said that strategy would not work with him or his neighbors on Little Cumberland.

Others weigh in

The county does have it can implement standards required in federal commercial spaceflight regulations.

Andrew Nelson, a county consultant, has dismissed those assumptions in the news media. Little and Cumberland Island attorney, county zoning and testimony, attorney meeting and testimony at state legislative hearings. He also said the island landowners have been consulted on spaceport Camden launches and launches elsewhere were not direct competition.

"Federal regulations and enabling legislation recognize the private nature (and potential size) of people who will be overseen by rockets, and that there is risk of damage to private property; however, the county has given little attention to the potentially grave importance of commercial launch capabilities to the United States' national interest," Nelson said to a writer recently. "That is a major omission in the EIS," he said in late 2017.

He commented "Congress and the executive branch have made provisions for replacement or repair of private property through the required carriage of insurance,"

How can the public be expected to evaluate whether a spaceport is a good fit for a coastal environment if they haven't been told what happens when a rocket explodes and what chemicals gets released and how fragments get picked up?

Kevin Lang, Uriel Cumberland property owner

ance by launch and launch site operators upon the issuance of a launch license (RLP) issued by the FAA for a specific launch, and then U.S. government coverage of damages under the MPL is applied to the launch (44 U.S.C. § 2050-10).

In a March 28 email to one of the landowners who had questioned the timing of the FAA project lead Stacey Tice explained that the information was not originally with the FDA.

"The term 'authorized persons,' as used in the draft EIS, is a term that Camden has used to describe the landowners in certain areas on Little and Cumberland Island and land hazard areas on both Little Cumberland Island and Cumberland Island, and you can see land hazard areas in the diagrams that are included in the draft EIS," Lang said.

According to news articles in Boca Chica, SpaceX has purchased 100% of those lands. Lang said he believes that the company may also be negotiating agreements with individual property owners, but said that strategy would not work with him or his neighbors on Little Cumberland.

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

Assessing the risk
During the time that the FAA was conducting the EIS, the county also hired its own contractor to conduct a risk analysis of potential launch sites in the county. Lang said the county recently denied the private landowners' requests to use the raw data used in those assessments.

The county could not protect public information simply because it was in the custody of a contractor or another government agency. "... Camden County taxpayers and elected officials were so much involved in determining as possible to determine whether moving forward was a sound use of their money and resources," according to Wren. "Indeed, GORA was charged to allow the public to evaluate the expenditure of public funds." We are not sure if this is a realistic concern about the results of this hazard analysis and believe the public should have access to it as soon as possible, considering the concern openly expressed by the public and welfare concerns mentioned above."

Lang said the group has requested those documents from other parties, but hasn't received them yet. He also commented, "I am not sure if this is a realistic concern. He also commented Georgia attorney general's office on March 29 regarding the decision, "it is still a pending matter." An attorney from the Southern Environmental Law Center argued in a March 28 letter to county March 28 letter to county attorney John Myers that the denial based on the document containing an

estate appraisals, engineering or feasibility estimates or other records made for or by a state or a local agency related to the acquisition or removal of property, and it would not be appropriate for us to offer an opinion on whether that exemption applies to a document that we have not seen," wrote assistant attorney general Jennifer Goldstein in an April 2 email.

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

Lang said he believes they will eventually prevail because the county's actions involve private properties that the county wants to keep.

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

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

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

The group is set to meet with the EIS team on April 12 in the county commissioners' chamber in Woodbine to further explore the issue of "authorized persons" and other issues affecting the island residents. The meeting is open to the public.

WE WANT YOUR OPINION

What are you looking forward to in April?

LAST WEEK'S RESULTS

What do you think of the new spaceport prospects?

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

Camden County Board of Commissioners Advertisement Invitation to Bid

CAMDEN COUNTY BOARD OF COMMISSIONERS is soliciting proposals for the site work portion of the Camden County Recreational Shooting Complex. The project consists of clearing and grading, grubbing of paved and unpaved roads, construction of stone walls, foundations, construction of buildings, construction of berms, drainage, utility hookups, site lighting, concrete pavers, paving of paved and unpaved surfaces, and erosion control measures, including maintenance for the duration of the contract by project.

General Bid will be received in the office of the Purchasing Officer, 200 E. 4th Street, Woodbine, Georgia 31568, until 2:00 p.m. Thursday, April 26, 2018. No bid may be withdrawn for a period of sixty (60) days after the closing time for the receipt of bids.

A non-mandatory pre-meeting will be held in the Historic Courtroom located at 200 E. 4th Street, Woodbine, Georgia 31568 on Monday, April 9, 2018 at 2:00 p.m.

Questions regarding the bid process will be directed to the Purchasing Officer, Althea Harris, at 200 E. 4th Street, Woodbine, Georgia 31568, (404) 960-5800 or fax (404) 960-5801, or email aharris@camdencountyga.gov by April 11, 2018.

Paper copy of Bid documents and plans may be obtained at \$7.00 non-refundable fee from the office of the Purchasing Officer, Park Way, Braswell, GA 31520, (404) 961-3851, email mhoff@camdencountyga.gov.

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

Advertisement

DEPARTMENT OF AGRICULTURE Bival Development

Kingsland, Georgia: Notice of Finding of No Significant Impact
AGENCY: USDA - Natural Resources Conservation Service (NRCS)
ACTION: Notice of finding of no significant impact (DRAFT)

Kingsland, Georgia: Notice of finding of no significant impact (DRAFT) This notice has a finding of no significant impact (DRAFT) with respect to a request for funding assistance submitted by a producer by May 1, 2018, for a conservation plan to be developed by the USDA (NRCS) in Kingsland, Georgia. This notice is issued under section 1704(e)(2) of the Agricultural Improvement Act of 2018 (H.R. 2235).

HOE FURTHER INFORMATION CONTACT: Ms. Basilia Pesticis, Regional Director (Postal Code: 01524), USDA-FSA, 1000 Peachtree Street, N.E., Atlanta, Georgia 30309, (404) 679-4000, or email bpesticis@farmservice.gov.

SUPPLEMENTARY INFORMATION: By the Federal Register, dated April 2, 2018, the Secretary of Agriculture has issued a notice of finding of no significant impact (DRAFT) for a conservation plan submitted by a producer by May 1, 2018, for a conservation plan to be developed by the USDA (NRCS) in Kingsland, Georgia. Also, the producer has submitted an application for a conservation plan to be developed by the USDA (NRCS) in Kingsland, Georgia. This notice is issued under section 1704(e)(2) of the Agricultural Improvement Act of 2018 (H.R. 2235).

This notice is issued under section 1704(e)(2) of the Agricultural Improvement Act of 2018 (H.R. 2235).

Funding for this Conservation Plan and its implementation will be provided by the producer and the USDA (NRCS).

To view the full notice of finding of no significant impact (DRAFT) and its appendices, go to go.usa.gov/xdLq.

A printed copy of the notice of finding of no significant impact (DRAFT) and its appendices can be obtained by writing to the address listed above.

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Brunswick News - Saturday, April 7, 2018

Page One, Part 2

One Hundred Miles to kick off coastal planning initiative

By TAYLOR COOPER

taylorcooper@brunswicknews.com

Flooding is an emergency, said County Commissioner Mike Muir, who was especially eastern during Hurricane Irma. One hundred miles to the west, the Golden Isles community is coming together to address the issue.

Through an initiative called Coastal Georgia Adaptation Strategy Together - One Hundred Miles, a coalition of local organizations and groups hope to get a long start on population growth, urban expansion and flooding.

Mike Muir, a coastal advocate with the organization, said the focus of the initiative would be on developing

tools for the public to get involved in advocacy for local policies to address the three issues.

Community input will also be a major consideration when developing the plan. Muir said she hopes One Hundred Miles will be able to bring the public to the table to help them to bring them in on a common dialogue around the issues of flooding and sea level rise.

To that end, the organization plans to hold four public workshops this week to get a long start on population growth, urban expansion and flooding.

The One Hundred Miles plan to lock the program off at 6 p.m. Monday in Houston Creek Park with an opening speech by Mayor Jimmie Davis.

Drop-in workshops from noon to 4:30 p.m. and even-

ing events at 6 p.m. are scheduled for Tuesday through Thursday.

Lunches will be held in the St. Simons Island Library at 4:30 p.m. Wednesday's in the St. Simons Island Chamber, 200 Beachview Drive, and Thursday at the Golden Isles YMCA, 144 Sullivans Counter.

Muir said Miami firm Doyen Consulting will facilitate the process largely due to its experience in helping small municipalities plan for sea level rise.

The One Hundred Miles plan to lock the program off at 6 p.m. Monday in Houston Creek Park with an opening speech by Mayor Jimmie Davis.

For more information, contact Muir at 912-264-2000 or visit onehundredmiles.org/gyan-coastal-county-coast.



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

Flare

Continued from page 1A

"I am," said Ashly Vohman, a sophomore at CCGA who made a display on Hawaiian culture and history for the expo. "I just wanted everyone to learn about it because ... Because of the earthquake, most people just think that Hawaii is just cool, but no, we have a lot of rich culture, a lot of rich history."

The International Festival provided the opportunity for students to learn about their world — Cross Roads International — to share their culture, Vohman said.

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

bring out and tell their story," she said.

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

On stage, Polynesian dancers kicked off the festival with a traditional dance from their "Hawaiian Roots."

A Global Food Bazaar featured Asian food, Cuban food and more, and featured street performers and a hula dancer.

For the Flamingo Bazaar, founder of the Heart-to-Heart project, which aims to empower Afghan women, set up a booth where attendees could learn how to be exposed and help support their families, she said.

Following examples of the work of the National Festival, Lynd said, "At the end of the day, the goal is to build community and to bring people together."

"So we're just thinking about the different things outside of maybe who you are and your personal experiences and what we're helping educate others."

Audit

Continued from page 1A

Court, escrow and Magistrate Court escrow accounts had three overpayments to Bank-Center totaling the total up to \$70,000.

Between bonds and insurance policies, the court paid out \$25,000 to draw from to replace the missing money this year, that amount was paid to Bank-Center, according to the Next.

In January, the county transferred the first half of \$50,000 to the court, and another \$25,000 would be paid once commissioners have a chance to review it.

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

In January, the county transferred the first half of \$50,000 to the court, and another \$25,000 would be paid once commissioners have a chance to review it.

County officials and commissioners will find findings and recommendations may be released on Monday after commissioners have had a chance to review it.

Arrest

Continued from page 1A

said. He found inside his 1991 green Dodge Ram, which was in the middle of the road at the end of Golden Isles Parkway in unincorporated Glynn County. He was sitting in the lead, the passenger seat. Proctor was found slumped over in the driver's seat with his driver's side door open. Police found several bullet shells on the ground near the car, and it appears at least one bullet struck the car between the front and rear seats.

Friends and family of Proctor, who has been missing since Aug. 6, 4 days ago, Proctor worked at Toucan's on March 16, the Friday night before his body was found. His shirt and pants were torn, and he was wearing a dark baseball cap. Proctor was found slumped over in the driver's seat with his driver's side door open. Police found several bullet shells on the ground near the car, and it appears at least one bullet struck the car between the front and rear seats.

Proctor was a popular employee at Toucan's Air House

on Hwy. 11, off Golden Isles Parkway, new information said. He was described as a young man with a mustache and a goatee, and he was wearing a black t-shirt and jeans.

Friends and family of Proctor, who has been missing since Aug. 6, 4 days ago, Proctor worked at Toucan's on March 16, the Friday night before his body was found. His shirt and pants were torn, and he was wearing a dark baseball cap. Proctor was found slumped over in the driver's seat with his driver's side door open. Police found several bullet shells on the ground near the car, and it appears at least one bullet struck the car between the front and rear seats.

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Proctor was a popular employee at Toucan's Air House

THE BRUNSWICK NEWS // SATURDAY, APRIL 7, 2018 5A



Federal Aviation Administration - Notice of Draft EIS Availability and Public Hearings
The Federal Aviation Administration Invites You to Attend a Public Hearing for the Spaceport Camden Draft Environmental Impact Statement

In accordance with the National Environmental Policy Act, the Federal Aviation Administration (FAA) is announcing the availability of the Spaceport Camden Draft Environmental Impact Statement (DEIS), dated March 9, 2018. The DEIS will be available online at www.faa.gov/airports/field/offices/airports/programs/ceas/documents/draft_eis.aspx. The DEIS document evaluates the potential environmental impacts that may result from FAA's proposed action of issuing a Launch Site Operator License to the Camden County Board of Commissioners. The license would allow the County to offer the commercial space launch site, Spaceport Camden, to commercial space launch providers. The proposed action includes the construction of a single launch pad, orbital and suborbital vehicle launch facilities. Operations would include up to 12 vertical launches and up to 12 angled launch vehicle first stage landings per year; in support of the launches, there would be up to 12 wet dives in tanks and up to 12 static fire tests in support of orbital and suborbital vehicle launches. Construction of the launch facility would begin March 9, 2018, and operations would begin in early 2019. The public hearing will be held on April 11, 2018, at the Spaceport Camden Launch Pad, 1000 Air Park Road, St. Simons Island, GA 31522.

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

- Camden County Public Library, 1420 Georgia Highway 40, Kingsland, GA 31548
- St. Mary Public Library, 100 Herb Beale Drive, St. Mary, GA 31538
- Brunswick City-County Library, 200 Gloucester Street, Brunswick, GA 31520
- St. Simons Island Public Library, 3300 Beachview Drive, St. Simons Island, GA 31522

The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS by June 14, 2018. Comments should be as specific as possible and address any and/or potential environmental impacts and the adequacy of the proposed actions or alternatives and the mitigation measures proposed. The agency will use these comments to organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using questions and other specific references to the text of the Draft EIS and related documents. Material that could have been used but was not included during the comment period will not be considered. The agency will use these comments to evaluate the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to respond to them.

The FAA will hold two public hearings to solicit comments on the Draft EIS on Wednesday, April 11 and Thursday, April 12, 2018, from 5:30 p.m. - 6:30 p.m. at the following location:

- Camden County Public Service Authority Recreation Center Community Room, 100 Wildcat Creek, Kingsland, GA 31548

At the hearings, the FAA will describe the proposed action and alternatives to the proposed actions and their impacts and the environmental review process, followed by a public comment period in which members of the public may provide up to a three-minute statement. Comments can be mailed to Ms. Stevie Y. Lee, Environmental Specialist, Federal Aviation Administration, 400 Linden, 2109 Air Park Road, St. Simons Island, GA 31522. Comments can also be sent by email to FAACamdenSpace@faa.gov.

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 - maybe made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Weathering Market Volatility in 2018



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

Wednesday April 11, 2018

at 12:00 pm with

Presented by: Rodger Goldman
Managing Director - Investments

A Complimentary lunch will be served

Location:

Bonefish Grill, 202 Retreat Village
Saint Simons Island, GA 31522

Guest Speaker Diane Donley,
Regional Vice President at Pacific Life

Rodger Goldman
Managing Director - Investments
Wells Fargo Advisors
410 Highway 414 North
Route 400 Box R 3000
912-273-7999
Rodger.Goldman@wellsfargo.com

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

Florida Times-Union - Sunday, April 8, 2018

4/16/2018

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

B4 Sunday, April 8, 2018 THE TIMES-UNION

MLK's grandchild hosts child activists

The Associated Press

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

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

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

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

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

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

Carr challenged the audience, especially the adults, to reach out to

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young people who might appear lost.

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

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

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

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

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

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

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

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

In accordance with the National Environmental Policy Act, the Federal Aviation Administration (FAA) is announcing the availability of the Spaceport Camden Draft Environmental Impact Statement (EIS) on March

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Funding secured for Phase 3 of First Coast Expressway

Money will cover replacement for Shands Bridge

By Stuart Korfage
stuart.korfage@staughton.com

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

Gov. Rick Scott made the announcement from Blanding Boulevard/State Road 21 in Clay County began in 2013 and should be completed in its entirety in the fall.

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

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

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

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

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

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

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

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

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

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

"It was a huge deal," she said. "The kind of concept

they're working on is no tolls on existing capacity. We're not going to go and put tolls on things that have already been built even though this project includes some improvements to existing roads.

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

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

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

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

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Final Environmental Impact Statement

Spaceport Camden

4/16/2018

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

E, 2018. The Draft EIS for the Camden County, Georgia, Spaceport evaluates the potential environmental impacts that may result from FAA's proposed action of issuing a Launch Site Operator License to the Camden County Board of Commissioners. The license would allow the County to offer the commercial launch site to other space users. Camden will contract with launch operators to conduct launches of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. Operation would include up to 12 vertical launches and up to 12 associated launch vehicle first-stage landings per year. In support of the launches, there would be up to 12 wet dress rehearsals and up to 12 static fire engine tests per year. An electronic version of the Draft EIS will be made available beginning March 9, 2018 on the FAA Office of Commercial Space Transportation website at: https://www.faa.gov/commercial_space/operations/offices/environmental_review/documents/progrecspacecamden_spaceport/

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

- Camden County Public Library, 1410 Georgia Highway 46, Kingsland, GA 31548
- St. Marys Public Library, 100 Herb Bauer Drive, St. Marys, GA 31548
- Brunswick-Glynn County Library, 208 Gloucester Street, Brunswick, GA 31320
- St. Simons Island Public Library, 350A Beachview Drive, St. Simons Island, GA 31522

The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS by June 14, 2018. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered.

Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewer's interests and concerns using effective communication methods such as e-mail, telephone, and written documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

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

Camden County Public Service Authority Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, GA 31548, (912) 779-5000.

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

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 moderately available or any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.



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