IN RE: SAFETY ZONES; SPACEPORT CAMDEN PUBLIC MEETING
CAMDEN COUNTY, GEORGIA

Public Hearing Proceedings with Lieutenant Commander Long as Facilitator, taken by Teresa Wynn, Court Reporter, at the Camden County Recreation Center Community Room, 1050 Wildcat Drive, Kingsland, Georgia, Thursday, September 27, 2018, 5:00 p.m. to 6:14 p.m.

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COMMANDER WITT: Good afternoon. I would like to welcome everyone to our public meeting to discuss proposed safety zones supporting the Spaceport Camden. My name is Norm Witt -- Commander Norm Witt with the U.S. Coast Guard. I'm the commanding officer of the U.S. Coast Guard Marine Safety Unit, Savannah, and also the captain of the port, the Port of Savannah.

To start out, I'd actually like to turn it over to Captain Williams. He's going to give us some safety administrative notes.

CAPTAIN WILLIAMS: All right. Good afternoon. I was called here to give a quick safety briefing just so y'all know where the exits are. We've got exits at the back of the building here, one over in this corner, and you've got these two side exits. In the event that something happens in this room, y'all's closest exits and the quickest way to get out is going to be this door and this door back here (indicating).

You have an alarm pull station by the door. If something is on fire, hit that pull station as you're walking out the door. There is a fire extinguisher located at the back by this exit, a fire extinguisher by this exit. And if you need an
ADD, there is an ADD located at the lobby desk, and the quickest way to get there would be through this door back here (indicating).

So I'll be standing back here for a few minutes. If y'all need anything, feel free to come up and ask me. Other than that, those are your exits, fire extinguishers, and ADDs. Thank you.

COMMANDER WITT: Thank you, Captain Williams. Also, before we get fully started, if I could ask everybody to take a look at your cell phones, and if you wouldn't mind, if you have a cell phone, if you could put that on silent or vibrate so we can move forward.

So this is the overall agenda for the program this afternoon. I'll give some short opening remarks. I'll try to keep those quick to preserve the majority of the time for your comments.

Lieutenant Commander Josie Long will get up and give some facilitator rules and explain the way we're going to accept the comments. Then we'll have the comment period. And then I'll close with some closing remarks.

So for the opening remarks, there is a few subjects that I want to cover, again, kind of laid out on this agenda. First of all, just quickly
discuss the purpose of this public meeting, then explain the process we're going to use to establish the safety zones or the process in general we use to establish safety zones, the process to submit comments for the particular proposed safety zones that we're considering and asking you to comment on, and then a summary of what we've discussed.

Okay. So on September 11th, 2018, we published a notice of inquiry, or NOI, in the Federal Register seeking comments on the proposed safety zones requested for Spaceport Camden. The comment period is open until October 11th, 2018. We also scheduled this public meeting as an additional venue to accept comments. The Coast Guard considers public participation essential to effective rulemaking and encourages the public to participate in its rulemaking process.

While we scheduled this public meeting as an additional venue to receive public comments, it is important to note that the primary means of submitting comments is via the Federal eRulemaking Portal. The comment period opened September 11th, 2018, and will remain open until October 11th, 2018.

Okay. So to expand on the previous slide, I
think it's worthwhile to consider what the purpose
of the public meeting is and what the purpose is
not. The purpose is to receive comments regarding
the proposed safety zones to assist the Coast Guard
in evaluating the requests. The purpose is not to
provide a question-and-answer forum this evening.

That being said, if there are particular
questions regarding the process of submitting
comments, please approach one of the uniformed
Coast Guard members that you see milling about, and
they should be able to clarify the process for you.

Also, the purpose of the public meeting is
not to gather comments regarding aspects of the
proposed Spaceport Camden that are unrelated to the
proposed safety zones. Again, this is a public
meeting to gather comments on the proposed safety
zones.

Okay. So a little bit on the process for
establishing safety zones that the Coast Guard
follows. Under provisions of the Ports and
Waterways Safety Act, closures of waterways subject
to the jurisdiction of the U.S. falls under U.S.
Coast Guard authority. The safety zone is an
example -- a safety zone is an example of a
waterway closure, also called a limited access
area, and the authority to establish safety zones resides with the appropriate Coast Guard District Commander or the Coast Guard Captain of the Port. This process is explained in Title 33, Code of Federal Regulations 165.5.

The establishment of limited access areas, including safety zones, is considered rulemaking. As such, generally the Coast Guard will solicit public input by publishing a notice of proposed rulemaking, or NPRM, including a request for comments in the Federal Register. The Coast Guard might also schedule a public meeting such as this one, but the public meeting is not required.

In some instances, such as this one, the Coast Guard might publish a notice of inquiry, NOI, also known as an advanced notice of proposed rulemaking, which precedes the notice of proposed rulemaking and also involves a comment period. This is where we are in this particular process. So for this process, there will be two opportunities to comment on proposed safety zones.

Okay. To explain, hopefully, the comment process. Again, the primary means to submit comments to the proposed -- on the proposed safety zones is the Federal eRulemaking Portal, and that
is open, again, until October 11th, 2018. If you have questions, again, on this particular process, please grab one of the uniformed Coast Guard members, and they should be able to clarify the process for you.

For this public meeting, we will use a raffle system, and our facilitator, Lieutenant Commander Long, will explain the specifics of that. Unfortunately, we might not have time to hear from everyone that wants to submit a comment verbally this afternoon. If you desire to submit a comment and we've run out of time, again, I would encourage you to use the Federal eRulemaking Portal. And you'll see we have that website available through multiple venues. So, again, if you have questions about that process, please grab one of the uniformed Coast Guard members.

Okay. So now some discussion on the proposed safety zones. There are two safety zones described in the notice of inquiry. One for tests and one for actual launch activities. It's important to note a couple of things.

First, these safety zones are finite. They involve finite and distinct times. What I mean by that is they're not open-ended. They would be
advertised to start at a certain time and end at a certain time. It would not be a 24/7, 365 safety zone. Also, they are describing finite and distinct areas. And I'll discuss that in a little more depth as we go on.

Because we are doing a two-step process, meaning that we're having this advanced notice of proposed rulemaking and then in the future, that will be followed by a notice of proposed rulemaking, we focused the notice of inquiry on advertising the largest possible safety zone. And that is what Spaceport Camden put in their request, and that is what we have put up and asking public comments on.

As I'll discuss, more exact boundaries proposed during the future notice of proposed rulemaking would likely be smaller than the ones I'm going to discuss here. So, first of all -- again, I said there were two distinct types of safety zones we're talking about: One for tests and one for launch activities.

So for the zone proposed for test activities, that's indicated on the slide with the red dot. Hopefully, everybody can see that. We also -- hopefully, you saw it -- we have out in the -- in
the entry room, we have posted charts as well.

So as far as size, what is being proposed is
up to a 1 nautical mile, or 1.25 statute miles,
radius from the site, which is the red dot, during
test activities. The proposed duration for those
tests would be no more than 60 minutes. The
variable at play here is the actual size of the
rocket being tested. So, again, the 1 nautical
mile that we advertise in the notice of inquiry
would be for the largest possible launch vehicle.
Smaller launch vehicles would necessitate a smaller
safety zone.

So that roughly describes the test safety
zones for the launch site safety zone that's
represented by the nine-pointed red polygon that
you see on the slide. Again, there are several
variables here. What's described in this diagram
is basically a range of potential launch
trajectories. Everything from a range from 83
degrees all the way down to 115 degrees.

Clearly, for any specific launch, only one
trajectory would be used during that launch. The
actual safety zones for a particular launch would
only affect or would only close the area that you
see within that red polygon that would be affected
by that particular -- or potentially affected by that particular trajectory. The duration that's proposed for these launch safety zones is roughly four to six -- is estimated to be four to six hours, but no more than 12 hours in length.

So, again, I mentioned that both of these zones have variables at play. The variable for the launch zone, again, is the actual trajectory because, depending on the trajectory, a portion of that polygon that you see would be closed and the remaining portion would be unaffected. But, also, the other variable with the launch safety zone would be the actual size of the rocket.

Again, we requested and are advertising the largest possible zones. Based on specific rocket sizes and specific launch trajectories, the safety zones would likely be smaller. More specific safety zone boundaries could be expected during the actual notice of proposed rulemaking stage. And, again, there is an associated comment period with that as well.

So a quick summary on the opening. Hopefully, everybody has a decent understanding of the purpose of the public meeting. And, again, we're really asking for comments -- public comments
regarding the proposed safety zones that we've described in the notice of inquiry that was published in the Federal Register on the 11th of September 2018. Hopefully, you've got a better understanding of the safety zone process, the process that we'll be using to potentially implement safety zones.

And I think the one thing -- or one aspect that I would like you to take away is, for this process that we're going through, this will be the first of at least two comment periods. So, again, this is the advanced notice of proposed rulemaking stage. That will be followed at some point in the future with a notice of proposed rulemaking, and there will be an associated comment period with that.

Again, the comment process, I'll turn it over to the facilitator here in a moment, but obviously we're here to take verbal comments. And Commander Long will explain how we are capturing that and how we are doing the raffle process. But, again, the primary means for receiving comments is actually through the Federal Register, the website. And if you have any questions on how to access that, please grab one of the uniformed Coast Guard
1. members.

   Thank you. Thank you again for your
participation. I'll turn it over to Lieutenant
Commander Long.

   LIEUTENANT COMMANDER LONG: Thank you,
Commander Witt.

   Okay. So as Commander Witt just explained,
my name is Josie Long, and my job here is to
facilitate tonight's meeting. For the record,
today is Thursday, September 27th, 2018. And this
hearing is being convened at the Community Room of
the Camden County Public Services Authority
Recreation Center, which is located at 1050 Wildcat
Drive in Kingsland, Georgia.

   I want to point out a few housekeeping items
for you. First, as it is pretty obvious, we have a
sign language interpreter here. Her name is Amanda
Shook. She will be providing the service for the
duration of the public meeting.

   Please feel free to leave the public meeting
room at any time, but we request that if you do so,
please do it in a way to minimize any disruption.
Please silence your phones, as Commander Witt had
said, and refrain from any side conversations in
this room. As the facilitator, it is my job
tonight to make sure that this meeting is conducted in a respectful manner.

Because this is a formal public meeting, Commander Witt and other U.S. Coast Guard staff will not be responding to the comments or answering questions other than questions about the actual comment period, how to make formal comments.

However, if you have remaining questions after the conclusion of this meeting, please contact Lieutenant Palmquist. His information is contained at the bottom of the Federal Register Notice announcing this meeting. Everyone also should have received little white tabs that contained that notice. That will help you guide -- to facilitate adding additional comments as well as the contact for Lieutenant Palmquist.

It is important for you to understand that any of the conversations that you had before we opened the floor for public comment were not recorded and will not be part of the official record for this meeting. So if you had said something important, you need to repeat it in comment, either tonight if your raffle ticket is drawn or putting it in writing as a Federal Register comment submission.
I, again, want to emphasize that providing oral comments in front of the podium tonight is one of the only -- is one of the ways that you can submit your comments during this public meeting period.

The second method for submitting comments to the Federal Register was provided along with the raffle tickets, as I said, and, additionally, the link you were provided on the main screen during the presentation and public comment period. Please see a uniformed member at the conclusion of the meeting if you need a copy of this link.

So if you're ready to make your public comment tonight -- sorry, excuse me. If you are not ready to make your public comment tonight or your raffle ticket was not drawn, please submit it to the Federal Register no later than October 11th. All the comments received during the public comment period, which, again, ends October 11th, will be given the same consideration. So it doesn't matter if you submit your comments here or if you submit them on the Federal Register. They will all be considered and weighted equally.

So now that I have gone over the ground rules for the meeting tonight, so that we are able to
receive as many comments as possible, we will be restricting each commenter to two minutes -- again, each commenter to two minutes. I will hold up a sign to let you know when you have 30 seconds left. The sign looks like this (demonstrating). And then you will receive a stop sign if you have exceeded that two-minute period. I will give you two warnings. At that point, if you exceed, we will shut off the microphone. Please be considerate of your other commenters.

At the end of the -- and when your time is up, I will ask you to stop again -- you have two times -- and I will call the next speaker up to the microphone. Please understand that if I do have to cut you off, it's only because I want to make sure that we are providing a fair opportunity for everyone who wants to speak tonight. All comments will be provided by individuals, and no one will be allowed to share their time with another individual. So your time is for you, and you can't share it.

I will urge people to keep their comments as short as possible so we can hear from as many people as possible tonight. Everyone that wished to make a public comment was directed to get a
raffle ticket from one of the uniformed Coast Guard members as you entered the rec center.

If you want to make a comment and have not received a raffle ticket, please go to the table located in the entryway. If time permits, we will add additional tickets to the list. We will call you up for public comments based on randomly pulling your raffle ticket number. We will announce the next commenters based on the raffle tickets until 6:50.

I will call three people up at a time to give you a little bit of warning when your time is coming up. When I call you to speak, we would like to have you first step to the microphone and speak clearly and directly into the microphone. Begin by stating your name and spelling it out for the record. And if you represent an agency or an organization, please make note of that. I will not start the timing until then. So you will get the full two minutes of your time to comment.

I would like to remind you that any personal information that you provide tonight may be publicly available at any time. So even if you ask us to withhold your personal information, we may not be able to guarantee you that it will be
possible.

Teresa Wynn, who is sitting here at the front of the room, is our court reporter this evening. Teresa, please give a hand shake. Thanks.

It is her job to provide a complete and accurate transcription of the public meeting. So I have asked her to let me know if she's having trouble hearing or understanding anyone. So I may let you know if you need to slow down or speak more directly into the microphone. Even if everyone can hear you in the room, we need to make sure she can hear it. Her record will be the only official transcript of this public meeting.

So one final request I would like to make of each of you tonight. I know some of you have strong opinions about this proposal either in opposition or in support of. Regardless of your position, I would like to ask for your help in making sure that everyone who speaks tonight is treated with respect, including myself, as I know you'll appreciate it when it's your turn at the podium.

Outbursts and interruptions will slow things down, and I will control the public meeting process to assure that we proceed in a respectful tone and
allow everyone who wants to speak the opportunity to be heard. So with that, I will begin calling people to the podium.

The first numbers are 301044. Again, 301044. 301040, and the third --

MR. STEVE WEINKLE: No, 044.

LIEUTENANT COMMANDER LONG: 044, 040 -- I'm calling three people up, sir.

MR. STEVE WEINKLE: Do you hear me?

LIEUTENANT COMMANDER LONG: Hold on one second. Let's wait for the three people to get up there. Again, so 301044. That's you. 301040 is the second individual. 301051 is the third individual.

You couldn't hear me?

MR. STEVE WEINKLE: Yeah, I hear you.

My name is Steve Weinkle. I'm the webmaster for www.spaceportfacts.org. Since the Coast Guard failed to provide adequate warning for this meeting, how will the Coast Guard provide sufficient warnings of safety zone closings and openings or reclosings and reopenings for delayed and postponed launches?

How will the extent of closure zones be defined for recreational boaters who did not
monitor marine bands or have sophisticated GPS equipment on their boats? What are the penalties for someone who violates a safety zone? How are they enforced? Who will conduct the arrest if necessary?

Closing Camden's waters for hours will deprive commercial users of their livelihood. Why will Camden waters be closed for hours when the secret departure and arrival of a ballistic submarine loaded with nuclear weapons only requires the inconvenience of the equivalent of a rolling roadblock by the Coast Guard? Has the Coast Guard estimated the cost and manpower requirements for providing the required coverage? Are these available under the Freedom of Information Act?

Is it an unfunded mandate on taxpayers? And if not, who will pay the bills? If the Coast Guard unit is needed for a rescue mission, will a rocket launch be canceled? And then the Coast Guard knows that safety zones at other spaceports are considerably larger than the safety zone being proposed for the same-sized rockets at Spaceport Camden. How can the Coast Guard consider a smaller safety zone than experience has shown is necessary at Cape Canaveral, Cape Kennedy, Vandenberg Air
Force Base, and Wallops? So I think that closes
the ones I want to say publicly. Thank you.

LIEUTENANT COMMANDER LONG: Thank you, sir.

MS. PAULA EUBANKS: I'm Paula Eubanks, and I
have a home on Little Cumberland Island. If you
took a compass and put the point on it at my house
and drew a circle around it, you would pretty much
have the launch zone. I have concerns about the
way this would eliminate access to my home. And my
concern is that it is for the sake of private
industry that this could be an unconstitutional
taking if I cannot have access to my home.

I have a second concern about the time and
the red tape involved in leaving our homes in an
emergency. If we are in our homes and there is an
emergency, for example, a medical emergency, how
long is it going to take to get permission to
leave?

My third concern is that this process seems
to be backwards in a way. We are talking about
this even though Spaceport Camden has not been
issued a license by the FAA. And money is being
spent on this. You are all receiving a salary.
The interpreter is receiving a salary. Why is the
government spending this money out of order? Thank
MS. MEGAN DESROSIERS: Good evening. My name is Megan Desrosiers, D-e-s-r-o-s-i-e-r-s. I'm here tonight on behalf of a nonprofit that I am the president and CEO of called One Hundred Miles. Our mission is to preserve, protect, and enhance Georgia's 100-mile coast. And that mission is to serve people and wildlife. I'm here tonight to urge you to say no to this proposal. Y'all -- or Camden County is proposing to limit the rights of Americans, many of my members, in fact, who fish, swim, and do commerce in the waters south of Jekyll and east of Cumberland Island. And for what? For a private entity who might come here, who might need those rights, the rights to fish, swim, and do commerce, which are rights that I myself am not willing to give up.

This proposal is premature. We don't even know if a license will be granted, as Ms. Eubanks said. And if that happens, we don't know what a rocket launch company will need. We don't know how often they will launch. We know what Camden County is saying, but we have not heard from a private firm who might need these rights or who might not. You should not approve this request until we know
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more. Thank you.

LIEUTENANT COMMANDER LONG: I'm going to call out the last three numbers of your raffle ticket. 045, 056, 050. 045, 056, 050.

Thank you, Commander. And as I promised, this is a copy of that proposed safety zone as well as that federal docket number for you to provide your comments via web.

MR. SPUD WOODWARD: 056.

LIEUTENANT COMMANDER LONG: Thank you.

MR. SPUD WOODWARD: My name is Spud Woodward, S-p-u-d, W-o-o-d-w-a-r-d. I'm here to speak on behalf of Georgia's fishing and boating community. I've spent 34 years working with the Georgia's Department of Natural Resources managing fisheries and managing our coastal environment. My concern primarily is we hold our coastal waters and marsh landings in public trust. By holding them in public trust, we guarantee access to the citizens of this state and the citizens of this country. We only preclude that access when it is in the interest of the public to do so.

In this matter, we are proposing to preclude fishermen and boaters and residents of Little Cumberland Island and Big Cumberland Island from
the very large expansive area that they have historically had access to. We are doing this to benefit a private enterprise, ostensibly for safety reasons, but for a private enterprise.

The public understands safety zones for national security such as Kings Bay. It is fully understandable. But this is beyond our ability to comprehend.

The other thing that is troubling about this is we really don't know the specifics we need to fully understand the impact of this. We know that this is hopefully the largest area, but we don't know exactly what portions of this area.

And more troubling is we don't know how often this will happen. There may only be 12 proposed launches, but the issue will be, what happens when a launch gets canceled? Will we have a rolling safety zone? There will be very little notice, and so that's a major deficiency I see in the plan, is that we need to have more information about when we get advanced notice, what will happen when there is cancellations. Thank you.

MS. TERRY KELLER: My name is Terry Keller, and I live in Kingsland. Thank you for letting me speak before you.
We love the Coast Guard here in Camden County and consider it a privilege to have you here protecting us. There is so much to admire in this elite group of individuals, and a lot of it stems from their guiding principles. The first guiding principle from the Coast Guard initiative, known as Evergreen, is courage. We state the facts, speak the truth, and do the right thing even if it isn't easy or popular.

This statement perfectly characterizes what is going on with this Spaceport proposed by the FAA. Those who oppose it will also state the facts, speak the truth, and do the right thing. And the truth is that there are many problems that would go along with having a spaceport here.

From spaceportfacts.org, we found actual launch morning*** information indicating that Falcon 9 launches from Kennedy Space Center, having a launch danger zone that is about 22 miles wide at the launch pad, extending from about 36 miles to more than 92 miles offshore where it tapers to about 11 miles wide. For this example, we have overlaid that launch danger zone over the southernmost aspect possible from Spaceport Camden.

Using this example, the launch danger zone
will cover about 80 percent of Cumberland Island, Little Cumberland, the southern half of Jekyll Island, the submarine maintenance base at Kings Bay, Marsh Bluff, Cabin Bluff, and all of Crooked River State Park. Cumberland Sound and St. Andrews Sound will be closed to boating.

Typically, a 30-mile radius of airspace is also cleared. That's right. Rockets would be launched over occupied private property. That is not done anywhere else in the United States. It is unheard of.

Nassau engineer, Richard Thornburg, who I spoke with at Kennedy Space Center earlier this year, said that because of this unpredictable nature of rockets, one could just as easily hit St. Marys or I-95.

In the latter part of the Coast Guard creed written by Coast Guard Commandant Harry Hamlet, it says, "I shall, so far as I'm able, bring to my seniors solutions, not problems." So with all due respect, I bring you the solution of not allowing a spaceport here in Camden County.

LIEUTENANT COMMANDER LONG: Ma'am, your time is up.

MS. TERRY KELLER: Thank you.
LIEUTENANT COMMANDER LONG: The next three numbers, 049, 049; 047, 047; 041, 041.

MS. JACKIE EICHHORN: My name is Jackie Eichhorn, J-a-c-k-i-e, E-i-c-h-h-o-r-n. I'm a resident of the Harrietts Bluff community. We're here tonight to review the safety zones that have been established for the Spaceport Camden project. But to my mind, the safety zone is really a safety zone for a private enterprise. It is made a safe place for them to do business.

For us, for the public, for the fishermen, for the commercial fishermen, for those who have lived here and enjoyed these waters, as a public trust, it is an exclusion zone. And for the marine life that lives in the area that's been demarcated, it's a hazard zone. And our fear is that if the worst happens and the spaceport comes and there is an accident, parts of it will become a dead zone that will forever alter the lives of the people that live in this community.

So that is my concern, that what we're doing is something for a private, for-profit company rather than a general purpose. And I don't think that is the best use of our communal resources.
The company that has proposed to come to Camden for
the spaceport, if it does take place, so far it's ABL Space Systems. They have in their plans what they call a three-day turnaround. That means that one of their selling points is going to be that within a three-day time period, they can get a rocket up and off for a customer. That doesn't give any time to people to make plans, to change plans. Thank you.

MR. JAMES HUNTER: Hello. My name is James Hunter, H-u-n-t-e-r, and I'm a member of the Little Cumberland Island community. I would like to thank the Coast Guard for the opportunity to provide comments and also thank them for shedding light on the proposed safety zone, which we've asked the county to provide, and they have yet to provide that information to us directly.

First, let me state for the record that I am pro economic development and believe there are many development opportunities that Camden County should pursue that would be excellent investments for the taxpayers' money, but the proposed spaceport is not among them. No commercial spaceport has made money or spurred economic development.

It's an absurd idea to launch rockets over a community. What the county is proposing has never
been done before. And while perhaps well intended, the county, in my view, is misguided or perhaps more probably misadvised.

Our house is on Little Cumberland Island. The only way on or off Little Cumberland is by boat. If you look at the island just in the launch zone, we're in the bulls-eye of the zone. So no matter how big or small the zone is, we're right in the middle of it.

My family and I 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 in our home on Little Cumberland any time, all the time, and to come and go at any time.

And with tides being what they are, we usually have one shot per day to get on or off the island. Launches are temperamental things. They get scheduled; they get delayed; they get deferred; they get scheduled. There is a lot of uncertainty around rocket launches. So if we happen to be there when the zone comes into effect, my family could get trapped. And not only could this situation create an unlawful taking, it could also constitute false imprisonment.
So I expect that this proposal is going to generate a number of litigation matters involving the county and, unfortunately, probably other agencies that the county has dragged into its proposal. Thank you for the opportunity to present comments.

LIEUTENANT COMMANDER LONG: Next numbers, 043, 043; 057, 057; 003, 003.

MR. GREG HILDRETH: My name is Greg Hildreth, H-i-l-d-r-e-t-h. I am a resident of Glynn County, but I am a charter boat captain and have been for 27 years. I make my living fishing in St. Andrews Sound. I fish approximately 200 days a year, and over 70 percent of my time is spent in that estuary.

A spaceport coming here is going to hurt my business. You know, that is a very unique area for the type of fish that we catch, the tarpon. It is one of the biggest and most productive tarpon fishing spots in the United States or the world. And for some private entity to come in and try to take that away from me, my other fellow captains, and recreational anglers is unacceptable.

MR. JIM RENNER: Hi. My name is Jim Renner. My wife and I have been taxpayers in Camden County
for 20 years. I can't believe I finally won a
raffle and this is all I get.

Since this is advanced notice of rulemaking,
I suggest that the Coast Guard should save itself a
lot of effort and not proceed with rulemaking since
the safety zone described here clearly contradicts
any information previously provided by Andrew
Nelson, the consultant for Camden County, Steve
Howard, the county administrator, or any other
party associated with the spaceport.

This in no way matches any safety zones made
in their public presentations, does not match any
of the information provided in the draft EIS, or
any of the subsequent statements. This is either
clearly fantastic or it's derived from a secret
alternative safety analysis that has not been
provided to the people who will be directly
affected by this.

We also have a house on Little Cumberland
Island and are right smack in the middle of the
safety zone. And so coming and going is very
important to us. There's also the significant
economic impacts. As the charter boat captain
mentioned, there's commercial shrimping that is
going to be impacted.
It seems to me that if there is rulemaking for a safety zone, that's going to constitute a major federal action which requires environmental assessment under the National Environmental Policy Act. So I would expect to see at least an environmental assessment for this. And it seems to me that the Coast Guard should not spend any time proceeding with the rulemaking process until the safety analysis information is publicly shared and the NEPA process is completed. Thank you. Semper Paratus.

MR. BILL SAPP: My name is Bill Sapp, S-a-p-p. I'm with the Southern Environmental Law Center, and I want to thank all you for your service.

I'm going to touch on an issue that has been brought up a couple of times by Spud and by Steve Weinkle, and that is the penalties for being caught in a safety zone. If I'm reading the statute and the regulations correctly, if Spud were out fishing or if Shelly Renner were out kayaking within the zone, they can be subject to 5,000 -- that's a $5,000 penalty. They could lose their vessel. They could be taken up to the Brunswick Federal Courthouse and appear before Judge Wood.
Now, saying that, I want to talk about the sort of notice we get to stay out of these safety zones. I looked at a few of them that were in the Code of Federal Register. Jacksonville, what they do is they say the Coast Guard will attempt to notify you. If you have a radio, they will broadcast a warning and take any other means reasonably necessary.

If you look at Savannah, in the harbor up there, there again, if you have a radio, you can get notice of the safety zone, and you can also, if I'm reading this correctly, come up next to a Coast Guard vessel and ask them if the safety zone is in place.

If you look at Cape Canaveral, they have to, of course, have a safety zone there. And what you see there is that, again, if you have a radio, you'll be notified. But there, they also have 90-foot-tall poles that have yellow balls on them to notify you as well. Thank you.

LIEUTENANT COMMANDER LONG: Next three: 002, 002; 004, 004; 035, 035.

MS. DEBY GLIDDEN: Thank you. My name is Deby Glidden, G-l-i-d-d-e-n. I'm a member of Little Cumberland, and that has been my home base
for more than 40 years. I am very much against Spaceport and the proposed closure zones, as people on Little Cumberland could die.

For five months this year, there have been five rocket launch delays an average of two days. When we look at Camden's proposed 12 launches, plus 12 re-entries, plus delays due to either weather or equipment malfunction, this could bring the closures to 48 days each year. This is unacceptable.

And exploded rocket over Little Cumberland could result in death by fire. We have no internet, no reliable cell phone service, and no ability to get communications on launches, closures, or rocket explosions. We have 2200 acres with no fire-fighting ability except handheld machetes.

If we're lucky enough to reach the boat dock, the tides may prevent us from leaving. Our boats can only depart in a six-hour window around high tide due to the sandbar. In good weather, it's an hour round-trip, and in bad weather, it's two hours. We honor the Coast Guard rule with only six passengers per boat. If we have 120 people on the island, which we do frequently, in good weather
with two boats, it would take us two days to evacuate. If we only have one boat and the weather is bad, it could take us seven days. These closure zones are totally unacceptable.

We often also have medical emergencies with some departures by boat or helicopter. We've had one person die on Little Cumberland. Closing the waters to our boats means we may have injured people die on Little Cumberland.

We urge the Coast Guard to determine that these closure zones are unacceptable to us and Spaceport Camden must be stopped. Thank you.

MR. BOB SHERRIER: My name is Bob Sherrier, and I'm with the Southern Environmental Law Center as well. I would like to reiterate -- well, first, thank you for taking this extra step in the process to get comments twice.

But I'd also like to point out, as others have, that it's -- the Coast Guard could save itself a lot of money and hold off until all these other steps that need to be accomplished before rockets will launch are accomplished; for example, the licensing and the environmental impact statements that are still to come out in the future.
I also would pose a question of whether the Coast Guard intends to rely on FAA or Camden County's analysis of where the safety zones should go or if it's going to do its own independent analysis of how to protect the waterways. For example, the fishing -- or the -- I'm sorry, the shipping lane kind of goes right through the corner there. But it's not clear why the rocket would run out of fuel just at that end and whether it would hit any other boats a little further out.

Anyway, that's what I wanted to point out today. Thank you for your time.

MS. SONJA OLSEN: I'm Sonja Olsen, O-l-s-e-n, S-o-n-j-a. I have a house on Cumberland Island. I have been going there since I was three years old, which was 82 years ago.

I appreciate what everybody is saying, and they say it in a much better way than I can say, and they've done a lot more research than I have done. My aspect of it is the danger. I remember when Thiokol blew up. It also caught the woods on fire and burned up 200 acres, and many people were killed. I don't know what all the minerals or whatever came out of it, but things like that would come out here.
We've got the -- not only the island and the people there, but we've got 95. Can't ever tell. It could go back there. We also have -- I can't imagine why they would want to put a spaceport so close to a nuclear submarine base. Thank you.

LIEUTENANT COMMANDER LONG: 046, 046; 058, 058; 048, 048.

MS. REBECCA DOPSON LANG: Hello. I am Rebecca Dopson Lang, R-e-b-e-c-c-a, D-o-p-s-o-n, L-a-n-g. My family has owned property on Little Cumberland Island for 49 years. As y'all know, Little Cumberland can only be reached by boat. Literally, everything we need from coffee and eggs to defibrillators and insulin come to the island by boat. Medical supplies, Okefenokee and sea crews and their equipment, and even the Camden County Tax Assessor all arrive by boat.

Between the operations on the island and individual owners, hired independent contractors from all over Camden County are working on the island on a regular basis, coming and going by boat. Methods for getting on and off the island haven't changed much over time, and medical emergencies are no different.

If a life is in danger, we find a spot on the
island to get a cell signal and call 911. That call rings into Glynn County's EMS to then be transferred into Camden County's EMS, and we hope to be taken by boat, by emergency, flown to a hospital by the Coast Guard or by EMS.

Do commercial interests in other areas of Camden County outweigh any other citizen's right to access their private property or leave to seek help when tragedy strikes? Would you close federal highways and state roads leading to neighborhoods or the hundred lots in Woodbine or Kingsland?

I was taught as a child that the Coast Guard is who you call on Little Cumberland when the worst-case scenario happens. In fact, 30 years ago, I was one of the kids on the beach jumping and waving at your helicopters as they flew north at the national seashore. But two weeks ago, I learned the ironic truth. At the sole discretion of a Camden County paid consultant, the U.S. Coast Guard now considers closing public waters that encompass Little Cumberland for a private cause. So now, the ultimate American lifesavers are the very ones wanting to deny 80 taxpaying citizens access to their private property, essential everyday supplies, and medical care. Thank you.
MR. RUSSELL REGNERY: My name is Russell Regnery, R-e-g-n-e-r-y. I am a Cumberland Island resident. I think -- basically, I think everyone in this room has a lot of admiration for the Coast Guard and what they mean to us all on the coast. I think part of the problem we are having is understanding the relationship of the Coast Guard here with a private commercial entity. And that extends to the fact that we have -- the public has not been permitted access to the information that has been used to draw these proposed limits of navigability. And without actually being able to see the data, it is very hard to comment on -- very hard to come to this meeting and make substantial comments when we don't know whether this is meaningful or not.

And I think -- so I'm glad to hear -- I guess I'm glad to hear that there's going to be a second round of discussion, perhaps after the FAA actually becomes more involved with the process, after Camden County actually applies for a license, which they haven't yet done. And maybe we can move forward in a more meaningful manner once everybody has the privilege of seeing how these lines were drawn. Thank you very much.
LIEUTENANT COMMANDER LONG: Next three: 053, 053; 055, 055; 042, 042.

MR. KEVIN LANG: Thank you. My name is Kevin Lang. I practice law in Athens, Georgia, and my family owns property on Little Cumberland Island.

Camden County has in its possession a risk analysis that was prepared by Aerospace Corporation. This risk analysis includes impact dispersion diagrams that show the debris fields created by exploding rockets. Our homes on Little Cumberland Island are under these debris fields.

And since we are only 3.5 miles directly downrange from this proposed spaceport, a significant portion of that debris will still be on fire when it lands.

Despite receiving Georgia open records I had requested from multiple parties, Camden County has refused to publicly disclose the risk analysis. You see, Camden County does not want anyone thinking about what happens when rockets explode. They don't want our coastal DNR representatives to start considering how you clean up all those pieces of rocket from the marshes, tidal creeks, and beaches.

They don't want those of us with homes directly downrange from the proposed spaceport to
see debris fields raining down on our homes and our properties. They don't want the National Park Service to become concerned about the impact of an exploding rocket on federally designated wilderness on the north end of Cumberland Island.

Camden County has provided this risk analysis and the impact dispersion diagrams to the Coast Guard in connection with their request for the Coast Guard to establish the so-called safety zones that are the subject of this hearing.

The purpose of the safety zone is to clear people and boats out of areas where rocket debris will fall. Our island lies entirely within these areas. Our homes are within these areas. A pristine barrier island is incredibly vulnerable to fires within these areas.

I brought along with me today an example of an impact dispersion diagram. This diagram is from a study prepared by the FAA for a Falcon 1 rocket, a small rocket. The diagram is overlaid to scale on the proposed spaceport site -- the proposed site of the spaceport. As you can see, the debris from this explosion pretty much saturates our marshes, tidal creeks, the Cumberland River, the Satilla River, Little Cumberland Island, and Cumberland
Island.

LIEUTENANT COMMANDER LONG: Sir, your time is up.

MR. KEVIN LANG: Thank you.

CAPTAIN SCOTT OWENS: How are y'all doing?

My name is Captain Scott Owens. It's O-w-e-n-s.
I'm actually a resident of Glynn County, but as
Captain Greg Hildreth stated, we spend probably 80
percent of our time fishing in this designated
closed area. My concern is you look up any day of
the week out there, you've got commercial jets
flying over. I guess you guys are going to close
that. More so -- and it's not you guys, obviously.

More so, the Intracoastal Waterway. It's I-95. I mean, we're going to close that for
50 minutes, an hour (indiscernible). My economic
-- you know, me economically will be impacted.
I've got trips booked into next year, June, July,
August, already. We're not going to have a clue
about much of this. It's been very hard to find
any information on it, the whole reason why I came
today.

And, you know, rockets in Kings Bay. You
know, I grew up in St. Augustine watching rockets
and space shuttles go off in an area that's five
times the size of this for safety zones. So I just
don't understand nuclear submarines and rockets. I
don't understand the -- like the people that live
on Little Cumberland, Big Cumberland, Harrietts
Bluff, Jekyll Island, which is not even being
talked about, but that's only about four and a half
miles. Not good.

And I guess they should just revisit most of
this and realize that it's just bad. It's not good
economically for the industry. It's not going to
bring in that many jobs. We already have kind of
heard all that. We've read about it.

You know, we need space exploration. We
don't need it on the coast. Deserts have plenty of
area. They can launch rockets. And to launch a
rocket from land over water -- over populated land
and back over water is unheard of. Thank you.

MR. GARY ALTMAN: My name is Gary Altman.
It's G-a-r-y, A-l-t-m-a-n. I'm here tonight to
voice my opinion on this proposed safety zone.
Let's call it what it is. It's a crash zone, is
what it is. And I believe the damage that it would
do to the ecosystem in that area -- I have been
fishing down there since 1964. Okay. Been charter
fishing since '72, and this is where I do my
business. I have carried four generations -- four
-- to that area, and they call me almost every
year. They want to go to Little Cumberland. They
want to go to Christmas Creek. They want to go to
the beach.

With this happening right here, okay, it's
going to hurt my business. You know where I live
at? I live in Glynn County. You know where I'm
from? Georgia. I don't know where these people
are that want to take my income. It's wrong, pure
and simple, and that's my opinion.

LIEUTENANT COMMANDER LONG: 026, 026; 052,
052; 025, 025.

MR. ED GUSHEN: Hello. I'm not used to this,
but let me say why I'm up here. They're all
talking about this one zone I'm looking at. The
zone that should be on here too is all our schools
that we're sitting amongst. These guys are -- to
me, are like rocketeers. You know what I mean?
They may shoot quite a few up, but when one goes
awry, it could easily turn in on itself and come a
couple of miles up in this direction and take our
schools out.

You've got to be really stupid to have our
schools as close to that launch pad as what I'm
looking at here. And I'm familiar with a little
bit about this. And I think if you drive this
around, you'll find that some of our schools, some
of our big housing areas, this river over here --
which I forget the name of, but I did fish up there
at one time, and it is loaded with fry in the
springtime. It is really something. You know, if
it landed in there, who knows how long it would
take to dig that rocket out. So I think this is
folly and corporate welfare mixed together.

These guys are looking for a cheap place to
launch a rocket at the expense of what the
community -- I have been here about 17 years.
Okay. I'll get out of here.

They spent a great deal of time and money
cleaning this place up, and it's a beautiful place
to live. That's what it is for, for a housing
area, raising children. But launching rockets,
that needs to be done elsewhere, like out in New
Mexico or something. We've got businessmen,
probably not from here, plus we've got some other
guys that are like elected officials.

LIEUTENANT COMMANDER LONG: Your comment
period is over.

MR. ED GUSHEN: Well, you've got my -- you
understand where I'm coming from.

MR. BILLY BICE: I'm Billy Bice, B-i-c-e. I too am a charter captain. I have been accessing this area since 1968. It's a beautiful area, but I'm a newcomer. That area has been free for hunting and fishing and gathering for over 4,000 years. Native Americans first, then the Spanish, finally the English, and now the United States of America.

It's one of the most pristine areas not just in Georgia, but in the whole eastern coast, in the whole United States of America. The people of Georgia believe in the freedom of hunting, fishing, and enjoying the bounty of places like Cumberland Island.

In fact, in the Georgia Constitution, Article 1, Section 1, paragraph 28 states that "The tradition of fishing and hunting and the taking of fish and wildlife shall be preserved for the people and shall be managed by law and regulation for the public good."

I believe that these proposed safety zones interfere with the rights of citizens. The waters, the lands should be available. There shouldn't be no restrictions except in times of a national
emergency or in weather conditions. I strongly 
believe that the public should be free to choose 
when and where they fish and boat without 
restriction. Thank you.

LIEUTENANT COMMANDER LONG: 024, 024; 054, 
054; 039, 039. 036, 036; 037, 037; 038, 038.

At this time, we have worked our way through 
the raffle tickets. Anybody wishing to make public 
comment, please come to the mic. If anybody would 
like to make secondary comments, or the gentleman 
that got cut off, you're welcome to continue your 
statement.

Come on up, sir. Again, please state your 
name.

MR. STEVE WEINKLE: It's impossible to tell 
from the -- I'm sorry. Steve Weinkle, 
W-e-i-n-k-l-e. Thank you. I try to follow the 
rules.

It's impossible to tell from the information 
that's been provided by the Coast Guard how far 
offshore this boundary is in effect. It appears 
from the knowledge that I have that it exceeds both 
the three- and the 12-mile limit.

Does the Coast Guard have a right to inhibit 
travel more than three or 12 miles offshore?
Because from this diagram, you cannot tell. Also, I know that rockets go pretty much in a straight line. And so it's questionable to me how there are jogs in the boundary lines. Are these jogs to represent convenience for the Coast Guard or safety for the public when the public is being excluded at certain points?

And that's not obvious from the choices that have been made from this diagram. And so for me, I believe that the Coast Guard is making assumptions based on information that is not present in the NOI or present in the documents presented to the public through the draft environmental impact study or those presented to NEPA. Therefore, I don't know how any decision can be made at all from the information that's being presented to the public.

Thank you.

LIEUTENANT COMMANDER LONG: Yes, ma'am.

MS. TERRY KELLER: Again, I'm Terry Keller from Kingsland. So we are, as the Evergreen initiative suggests, communicating insights to you, the decision-makers, for informed policy planning.

For 200 years, you have to, quote, Commandant Thad Allen safe-guarded our citizens, secured our maritime borders, and served as responsible
stewards of the world's oceans. He went on to say
"The challenge is enduring. The threat of a
man-made disaster along our coastline demands
resiliency. Having rockets crash into our
backyards would be a man-made disaster, and it
happens with frightening frequency. Part of
resiliency is courage. It takes courage to go
against the grain."

And you may be doing that by siding against
allowing a spaceport here in Camden, a spaceport
that, if all the other non-NASA spaceports in the
country are any indication, will fail miserably and
bankrupt the county. It would be built over a
toxic waste dump with the danger of polluting our
Florida aquifer.

And here is something to note as well. And
others have already noted this. It would be
located next to a nuclear sub base. And please
remember what the NASA engineer said about rockets
going off course.

Another guiding principle of Evergreen is
integrity. This initiative states, "We practice
what we preach and lead by example. We understand
that the law and professional standards represent
the floor of acceptable behavior. We set our
sights higher and strive to do what is right."

I have every confidence that you shall research the plausibility of having a spaceport here in Camden County. I also know you will find that the guidelines that have been followed so far in trying to get one here -- to get one here do not even reach floor level of acceptable behavior.

The Coast Guard with its core honors, values of honor, respect, and devotion to duty may be our last bastion of hope to protect the people of this great county. We trust you to do the right thing.

LIEUTENANT COMMANDER LONG: Please state your name.

MR. KEVIN LANG: My name is Kevin Lang from Athens, Georgia. We have property on Little Cumberland Island, family. Just to my comment from earlier, for those of you who haven't seen this, this is the impact dispersion diagram from a small rocket. Keep in mind Camden is applying for a medium-heavy class rocket. At least that's what the DIS indicates.

If they ultimately apply for a small rocket, this is an impact dispersion diagram that indicates pieces of a rocket and where they go, overlaid on the proposed spaceport site. There is a good
reason that Camden County doesn't want any of us to see this, that they don't want DNR to see this, they don't want the National Park Service to see this.

To our knowledge, the only people that have seen these diagrams have been the FAA, the Coast Guard, Camden County, and their consultants.

Camden County so far has refused, despite multiple requests under the Georgia Open Records Act, to publicly disclose these diagrams. It's important that the public -- if you're going to decide whether you want a spaceport or not, it is important to know what happens when a rocket explodes and where those pieces of rocket go, and who they land on, and what fires they cause when they land.

The only way for the public to be able to evaluate that is to be able to see these diagrams. And there's a good reason Camden County doesn't want to show them to you, because they know the minute they disclose these diagrams, the show is over for the spaceport. Because no matter how much of an avid supporter you are for the project, this is tough to stomach if you appreciate our coastal environment. Thank you.
MR. TOBY MOHRMAN: My name is Toby Mohrman, and somebody -- you skipped my ticket number, so shame on y'all. But thank you, Commander, for coming out and taking the time with you and your staff.

I'm also a fishing guide in this area and have been fishing in this particular area for over 20 years. And as some of the other captains have stated, it is certainly a great area. It is an estuary that is very important to the economics of these individuals who are just a handful of people who make a living here.

And we've had a lot of issues brought up. I think one of the things that we're not considering is communications here. So these gentlemen who are doing these fishing trips out in this area, they book out. Many times it could be years in advance. And we don't all read the Federal Register. As a matter of fact, we didn't even know this meeting was occurring at all. It was word of mouth.

So I don't hardly see how they can maintain this situation during operations and not prevent these individuals from losing their livelihood, the ability to pay for their family's lifestyle, things such as that.
And the one other point I wanted to make out is the one gentleman who brought up the fact about the history of this area here. This has been a hunting and fishing ground for well over 200 years. Cabin Bluff, there's been a facility there for -- ever since the Floyd family was -- back during the plantation era. That was their hunting and fishing area. That would be isolated. And as he stated, in the Constitution, all Georgians have the right to hunt, to fish, to enjoy the outdoors. Thank you.

LIEUTENANT COMMANDER LONG: Last call. Any more public comments? Going once, going twice. Before we conclude this public meeting, a couple reminders. The comment period is open until October 11th -- October 11th. If you want to make additional comments as an organization or as an individual, this is the link. Any of the uniformed members also have the little white paper they can provide you. You can also simply Google Federal Register Camden County Spaceport Safety -- Proposed Safety Zone.

With that, we will officially conclude the meeting.

Yes, ma'am?
UNIDENTIFIED SPEAKER: Is this document available online?

LIEUTENANT COMMANDER LONG: No, it is not.

UNIDENTIFIED SPEAKER: Where can we get this?

LIEUTENANT COMMANDER LONG: I don't know if it is --


LIEUTENANT COMMANDER LONG: Well, it's a proposed safety zone, so...

COMMANDER WITT: Is she talking about the diagram?

LIEUTENANT COMMANDER LONG: Yes.

COMMANDER WITT: The coordinates are in the notice of inquiry.

LIEUTENANT COMMANDER LONG: So we made a helpful flyer of the actual coordinates, if you want to plot it out, from the Notice of Advanced -- excuse me, Advanced Notice of Proposed Rulemaking. Those lats and longs are all in there for you to plot out.

Thank you, sir.

With that, we officially conclude this meeting. Thank you for your attendance.

(Public hearing concluded at 6:14 p.m.)
REPORTER'S CERTIFICATE

I, TERESA WYNN, FPR, certify:
That the foregoing proceedings were stenographically reported by me at the time and place therein set forth and were thereafter transcribed;
That the foregoing is a true and correct transcript of my shorthand notes so taken.
I further certify that I am not a relative or employee of any of the parties nor financially interested in the action.
I declare under penalty of perjury under the laws of Florida that the foregoing is true and correct.

Dated this 10th day of October, 2018.

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