

SCRIPT FOR
THE REVISED DRAFT EA FOR THE SPACEX STARSHIP/SUPER HEAVY VEHICLE INCREASED
CADENCE AT THE BOCA CHICA LAUNCH SITE IN CAMERON COUNTY, TX
– IN-PERSON PUBLIC MEETING –

NOTE: AN ASTERISK (*) INDICATES SLIDE ADVANCEMENT

SLIDE 1 — TITLE SLIDE (Speaker: Facilitator, Interpreter)
--

1/1730 – FACILITATOR WILL CALL THE MEETING TO ORDER

GOOD AFTERNOON/EVENING AND THANK YOU FOR JOINING US FOR THIS PUBLIC MEETING FOR THE REVISED DRAFT ENVIRONMENTAL ASSESSMENT FOR THE SPACEX STARSHIP/SUPER HEAVY VEHICLE INCREASED CADENCE AT THE BOCA CHICA LAUNCH SITE IN CAMERON COUNTY, TEXAS.

I WILL SERVE AS YOUR FACILITATOR THIS AFTERNOON/EVENING.

BEFORE WE BEGIN THE PRESENTATION, I WANT TO DIRECT YOUR ATTENTION TO THE EMERGENCY EXITS, LOCATED. . . AND RESTROOMS LOCATED . . . ALSO ENCOURAGE THOSE NOT SEATED TO BE SEATED.

WE HAVE A SPANISH INTERPRETATION TEAM AVAILABLE THIS AFTERNOON/EVENING [POINTS TO WHERE INTEPRETATION TEAM IS LOCATED IN THE ROOM].

ADDITIONALLY, WE HAVE SPANISH TRANSLATED SLIDES OF THE PRESENTATION AND SCRIPT AVAILABLE FOR YOUR REVIEW. THERE WILL ALSO BE ENGLISH AND SPANISH TRANSLATED POSTER BOARDS AND FACTSHEETS WHICH WILL BE AVAILABLE FOR REVIEW AFTER THIS PRESENTATION. IF YOU NEED ASSISTANCE, PLEASE SEE OUR INTERPRETERS.

[PAUSE – INTERPRETER COMES TO MICROPHONE FOR ANNOUNCEMENT.]

1 THANK YOU!*

2 **SLIDE 2 — MEETING AGENDA** (Speaker: Facilitator)

3 AT THIS TIME, I WOULD LIKE TO GO OVER THE AGENDA WE WILL BE FOLLOWING THIS
4 AFTERNOON/EVENING. THIS MEETING WILL BE CONDUCTED IN THREE PARTS.

5 FIRST, WE WILL START WITH A FEW INTRODUCTIONS FROM THE FEDERAL AVIATION
6 ADMINISTRATION, OR FAA.

7 WE WILL THEN MOVE INTO A FAA PRE-RECORDED PRESENTATION. THE PRESENTATION
8 WILL GO OVER THE PROJECT HISTORY AND LOCATION, FAA’S REVIEW OF SPACEX’S
9 PROPOSED OPERATIONS, SUMMARIZE FAA’S ANALYSIS OF POTENTIAL IMPACTS TO
10 ENVIRONMENTAL RESOURCES, THE ENVIRONMENTAL REVIEW PROCESS AND
11 SCHEDULE, AND HOW YOU CAN COMMENT ON THE PROJECT.

12 AFTER THE PRE-RECORDED PRESENTATION, WE WILL CONCLUDE WITH AN OPEN HOUSE
13 WHERE YOU WILL BE INVITED TO JOIN FAA AND SPACEX STAFF AT THE DISPLAY BOARDS
14 TO ASK CLARIFYING QUESTIONS. YOU MAY ALSO PROVIDE YOUR VERBAL COMMENTS
15 WITH THE COURT REPORTER. PLEASE NOTE THAT WE HAVE INTERPRETATION STAFF
16 AVAILABLE TO ASSIST WITH PROVIDING VERBAL COMMENTS, IF NEEDED.
17 ADDITIONALLY, YOU CAN SUBMIT WRITTEN COMMENTS AT THE COMMENT TABLE. *

18 **SLIDE 3 — INTRODUCTIONS** (Speaker: Facilitator)

19 AT THIS TIME, I WOULD LIKE TO INTRODUCE FOUR FAA REPRESENTATIVES WHO WILL BE
20 PARTICIPATING IN THIS AFTERNOON’S/EVENING’S MEETING.

21 FIRST, I’D LIKE TO INTRODUCE STACEY ZEE, MANAGER IN THE OPERATIONS SUPPORT
22 BRANCH IN THE OFFICE OF COMMERCIAL SPACE TRANSPORTATION OF THE FEDERAL
23 AVIATION ADMINISTRATION (FAA).

1 NEXT, I WOULD LIKE TO INTRODUCE AMY HANSON AND ANDREW LESKE,
2 ENVIRONMENTAL PROTECTION SPECIALISTS IN THE OPERATIONS SUPPORT BRANCH IN
3 THE OFFICE OF COMMERCIAL SPACE TRANSPORTATION OF THE FEDERAL AVIATION
4 ADMINISTRATION (FAA).

5 FINALLY, I WOULD LIKE TO INTRODUCE JACOB CANTIN, AN AEROSPACE ENGINEER IN
6 THE ENTERPRISE OPERATIONS BRANCH IN THE OFFICE OF COMMERCIAL SPACE
7 TRANSPORTATION OF THE FEDERAL AVIATION ADMINISTRATION (FAA).*

8 **SLIDE 4 — MEDIA CONTACT** (Speaker: Facilitator)

9 FOR ANY MEDIA REPRESENTATIVES THAT HAVE JOINED THIS AFTERNOON/EVENING,
10 PLEASE SPEAK TO MR. STEVE KULM FROM THE FAA WITH US THIS
11 AFTERNOON/EVENING OR CONTACT THE FAA PRESS OFFICE AT PRESSOFFICE@FAA.GOV

12 *

13 **SLIDE 5 — IN-PERSON AND VIRTUAL PUBLIC** 14 **MEETINGS** (Speaker: Facilitator)

15 [FACILITATOR NOTE: ADJUST BETWEEN MEETINGS]

16 THIS PUBLIC MEETING IS THE 1ST/2ND OF TWO IN-PERSON PUBLIC MEETINGS. ANOTHER
17 MEETING WILL BE HELD LATER THIS EVENING, FROM 5:30 – 7:30 PM. ADDITIONALLY,
18 THE FAA WILL HOLD ONE VIRTUAL MEETING ON JANUARY 13TH, 2025, AT 5:30 PM –
19 7:30 PM CENTRAL TIME USING THE ZOOM WEBINAR PLATFORM.

20 THE DATES AND LOCATIONS OF THE IN-PERSON AND VIRTUAL MEETINGS ARE SHOWN
21 ON THIS SLIDE.

22 ALTHOUGH MULTIPLE PUBLIC MEETINGS ARE BEING/WERE CONDUCTED, THE SAME
23 CONTENT IS BEING/WAS PRESENTED AT EACH MEETING. ADDITIONALLY, ALL

1 INFORMATION RELATED TO THE REVISED DRAFT ENVIRONMENTAL ASSESSMENT OR
2 (EA) FOR SHORT IS AVAILABLE AT [FACILITATOR SPELLS OUT WEB ADDRESS]
3 [HTTPS://WWW.FAA.GOV/SPACE/STAKEHOLDER_ENGAGEMENT/SPACEX_STARSHIP](https://www.faa.gov/space/stakeholder_engagement/spacex_starship).

4 THIS MEETING SERVES AS ONE OF FIVE PUBLIC MEETINGS THE FAA IS CONDUCTING TO
5 PROVIDE THE PUBLIC WITH AN OPPORTUNITY TO BECOME FAMILIAR WITH THE
6 PROPOSED PROJECT AND PROVIDE COMMENTS. *

7 **SLIDE 6 — HOW TO SUBMIT COMMENTS** (Speaker: 8 **Facilitator)**

9 AS NOTED, THIS MEETING IS INTENDED TO PROVIDE OPPORTUNITIES FOR MEMBERS OF
10 THE PUBLIC TO BE INVOLVED IN THIS PROCESS AND SUBMIT COMMENTS. THESE
11 COMMENTS WILL BE PART OF THE OFFICIAL RECORD AND A SUMMARY WILL BE
12 INCLUDED IN THE FINAL EA.

13 YOU CAN SUBMIT COMMENTS IN ANY ONE OF THE FOLLOWING FOUR WAYS. FIRST,
14 YOU CAN PROVIDE VERBAL COMMENTS DURING THE MEETING TODAY, WHICH WILL BE
15 RECORDED BY A COURT REPORTER. SECOND, YOU CAN VISIT REGULATIONS.GOV AND
16 SEARCH FOR DOCKET ID: FAA-2024-2006 TO SUBMIT COMMENTS DIRECTLY ONLINE.
17 THIRD, YOU CAN MAIL WRITTEN COMMENTS TO: MS. AMY HANSON, FAA
18 ENVIRONMENTAL SPECIALIST, SPACEX EA, C/O ICF, 1902 RESTON METRO PLAZA
19 RESTON, VIRGINIA 20190. FINALLY, YOU MAY SUBMIT YOUR WRITTEN COMMENTS ON
20 THE PROVIDED COMMENT FORMS THIS **AFTERNOON/EVENING**. [POINT TO COMMENT
21 **TABLE**]

22 YOU ONLY NEED TO SUBMIT COMMENTS ONCE. THE FAA WILL CONSIDER AND
23 RESPOND IN THE FINAL ENVIRONMENTAL ASSESSMENT TO ALL SUBSTANTIVE OR POST-
24 MARKED COMMENTS RECEIVED BY NO LATER THAN JANUARY 17, 2025. SUBSTANTIVE
25 COMMENTS ARE THOSE THAT IDENTIFY POTENTIAL ALTERNATIVES, INFORMATION, AND

1 ANALYSES RELEVANT TO THE PROPOSED ACTION. ALL SUBSTANTIVE COMMENTS
2 RECEIVED, REGARDLESS OF FORMAT, WILL BE GIVEN FULL AND EQUAL CONSIDERATION.

3 AT THIS TIME, WE WILL NOW BEGIN THE VIDEO PRESENTATION. *

4 *[DIM LIGHTS]*

5 ***[BEGIN VIDEO PRESENTATION]***

6 **SLIDE 7 — FAA PRESENTATION**

7 WELCOME TO THE FEDERAL AVIATION ADMINISTRATION’S, OR FAA’S, PUBLIC MEETING
8 FOR THE REVISED DRAFT ENVIRONMENTAL ASSESSMENT FOR THE SPACE X
9 STARSHIP/SUPER HEAVY VEHICLE INCREASED CADENCE AT THE BOCA CHICA LAUNCH
10 SITE IN CAMERON COUNTY, TEXAS, ALSO KNOWN AS THE REVISED DRAFT EA. THE NEXT
11 SERIES OF SLIDES WILL PROVIDE AN OVERVIEW OF THE PROJECT. *

12 **SLIDE 8 — WHY ARE WE HERE?**

13 THE FAA IS EVALUATING SPACE EXPLORATION TECHNOLOGIES CORPORATION’S, OR
14 SPACE X’S, PROPOSAL TO INCREASE THE NUMBER OF LAUNCHES AND LANDINGS PER
15 YEAR, OR CADENCE, OF ITS STARSHIP/SUPER HEAVY LAUNCH VEHICLE AT SPACE X’S
16 EXISTING BOCA CHICA LAUNCH SITE IN CAMERON COUNTY, TEXAS.

17 SPACE X MUST OBTAIN A NEW LICENSE OR MODIFICATION OF THEIR CURRENT LICENSE
18 FROM THE FAA TO LAUNCH AND LAND THE STARSHIP AND SUPER HEAVY VEHICLES AND
19 TO USE THEIR ASSOCIATED LAUNCH SYSTEMS MORE FREQUENTLY THAN ORIGINALLY
20 ANALYZED IN THE 2022 FINAL PROGRAMMATIC ENVIRONMENTAL ASSESSMENT.
21 THEREFORE, THE FAA IS ANALYZING THE POTENTIAL ENVIRONMENTAL IMPACTS OF THE
22 INCREASED CADENCE IN THE REVISED DRAFT EA.

1 THE COMPLETION OF THE ENVIRONMENTAL REVIEW PROCESS DOES NOT GUARANTEE
2 THAT THE FAA WILL ISSUE A LICENSE MODIFICATION TO SPACEX. SPACEX MUST ALSO
3 MEET THE FAA’S SAFETY, RISK, AND FINANCIAL RESPONSIBILITY REQUIREMENTS. *

4 **SLIDE 9 — NATIONAL ENVIRONMENTAL POLICY** 5 **ACT (NEPA)**

6 THE NATIONAL ENVIRONMENTAL POLICY ACT, OR NEPA, IS A FEDERAL LAW THAT
7 REQUIRES FEDERAL AGENCIES TO CONSIDER THE POTENTIAL ENVIRONMENTAL
8 IMPACTS OF PROPOSED ACTIONS SUBJECT TO FEDERAL CONTROL OR RESPONSIBILITY
9 BEFORE A DECISION IS MADE. FAA DECISIONS TO LICENSE COMMERCIAL SPACE
10 OPERATIONS AND TO CLOSE ASSOCIATED AIRSPACE ARE PROPOSED ACTIONS SUBJECT
11 TO NEPA. AGENCIES FOLLOW A RIGOROUS PROCESS BEFORE MAKING A FINAL
12 DECISION. THIS PROCESS INCLUDES CONSIDERATION OF A RANGE OF ALTERNATIVES,
13 POTENTIAL ENVIRONMENTAL OR HEALTH CONSEQUENCES, PUBLIC INPUT, TRIBAL OR
14 GOVERNMENT CONSULTATION, AND COMMENTS PROVIDED ON DRAFT DOCUMENTS.

15 THE ANALYSIS OF ENVIRONMENTAL CONSEQUENCES CAN BE PRESENTED IN AN
16 ENVIRONMENTAL ASSESSMENT, OR EA. AN EA IS A CONCISE DOCUMENT USED TO
17 DESCRIBE THE ANTICIPATED ENVIRONMENTAL IMPACTS AND DETERMINE WHETHER
18 THE ACTION HAS THE POTENTIAL TO SIGNIFICANTLY AFFECT THE HUMAN
19 ENVIRONMENT.

20 THE NEPA PROCESS CONCLUDES WHEN THE FAA PUBLISHES EITHER A FINDING OF NO
21 SIGNIFICANT IMPACT, OR FONSI, A FONSI WITH MITIGATION COMMITMENTS,
22 SOMETIMES CALLED A MITIGATED FONSI, OR A NOTICE OF INTENT TO PREPARE AN
23 ENVIRONMENTAL IMPACT STATEMENT, OR EIS, THAT WOULD CONTINUE THE
24 ENVIRONMENTAL REVIEW. A FONSI MAY BE ACCOMPANIED BY A RECORD OF
25 DECISION, OR ROD. *

SLIDE 10 — PROJECT HISTORY

IN MAY 2014, THE FAA PREPARED AN EIS EVALUATING THE ENVIRONMENTAL IMPACTS OF THE FAA ISSUING A LAUNCH LICENSE AND/OR EXPERIMENTAL PERMITS TO SPACEX TO CONSTRUCT AND OPERATE A LAUNCH SITE AND TO LAUNCH THEIR FALCON 9, FALCON HEAVY, AND OTHER REUSABLE SUBORBITAL LAUNCH VEHICLES FROM PRIVATELY OWNED PROPERTY IN CAMERON COUNTY, TEXAS.

THE FAA THEN PREPARED A PROGRAMMATIC ENVIRONMENTAL ASSESSMENT, OR PEA, IN JUNE 2022. THE PEA ANALYZED THE ENVIRONMENTAL IMPACTS OF CONSTRUCTING LAUNCH-RELATED INFRASTRUCTURE AND LAUNCHING AND LANDING THE STARSHIP/SUPER HEAVY LAUNCH VEHICLE AT BOCA CHICA IN CAMERON COUNTY, TEXAS. THE 2022 PEA ANALYZED UP TO 5 ANNUAL SUBORBITAL LAUNCHES OF THE STARSHIP VEHICLE, UP TO 5 LAUNCHES OF THE STARSHIP/SUPER HEAVY VEHICLE, UP TO 10 ANNUAL LANDINGS OF THE STARSHIP VEHICLE, AND 5 ANNUAL LANDINGS OF THE SUPER HEAVY VEHICLE.

SINCE THE 2022 PEA, SPACEX HAS PROVIDED THE FAA WITH ADDITIONAL INFORMATION REGARDING STARSHIP/SUPER HEAVY'S OPERATIONS, INCLUDING ADDITIONAL LANDING AREAS, DELUGE OPERATIONS, HEAT SHIELD DISPOSAL LOCATIONS, AND CLARIFICATIONS TO SONIC BOOM ANALYSES. AS A RESULT, THE FAA PREPARED A WRITTEN RE-EVALUATION IN APRIL 2023, NOVEMBER 2023, AND OCTOBER 2024 EVALUATING WHETHER SUPPLEMENTAL ENVIRONMENTAL ANALYSIS WAS NEEDED BASED ON THE NEW INFORMATION. IN EACH WRITTEN RE-EVALUATION, THE FAA CONCLUDED THAT CHANGES TO THE PROPOSED ACTION AND NEW CIRCUMSTANCES OR INFORMATION RELEVANT TO ENVIRONMENTAL CONCERNS PRESENTED BY SPACEX WERE NOT SUBSTANTIAL, AND THE UNDERLYING ASSUMPTIONS OF THE 2022 PEA REMAINED VALID.

1 IN MARCH 2024, SPACEX PROPOSED TO MODIFY THEIR VEHICLE OPERATOR LICENSE TO
2 LAND THE STARSHIP VEHICLE IN THE INDIAN OCEAN TO ACCOMMODATE NEW
3 TRAJECTORIES. THE FAA SUBSEQUENTLY PREPARED A TIERED ENVIRONMENTAL
4 ASSESSMENT AND FONSI/ROD. THE FAA DETERMINED MODIFYING SPACEX'S LICENSE
5 WOULD NOT SIGNIFICANTLY IMPACT THE QUALITY OF THE HUMAN ENVIRONMENT AND
6 ADDITIONAL ENVIRONMENTAL ANALYSIS WAS NOT REQUIRED.

7 THIS CURRENT EA EVALUATES SPACEX'S PROPOSAL TO INCREASE THE NUMBER OF
8 ANNUAL STARSHIP/ SUPER HEAVY LAUNCHES AND LANDING OPERATIONS, OR
9 CADENCE, AND ADDRESSES VEHICLE UPGRADES. THIS EA PROVIDES A "TIERED"
10 ENVIRONMENTAL REVIEW, WHICH INCORPORATES THE IMPACTS AND ANALYSIS
11 REGARDING THE VEHICLE AND ITS OPERATION FROM THE PEA, WHILE FOCUSING ON
12 THE OPERATIONS AND ASSOCIATED IMPACTS FOR THE INCREASED CADENCE AND
13 VEHICLE UPGRADES NOT PREVIOUSLY ANALYZED. *

14 **SLIDE 11 — REVISED DRAFT EA REVISIONS**

15 THE DRAFT EA WAS REVISED TO INCORPORATE NEW INFORMATION REGARDING
16 COMPLIANCE OF THE PROPOSED ACTION WITH THE CLEAN WATER ACT AND ADJUST
17 THE PROPOSED ACTION TO REDUCE THE SIGNIFICANCE OF NOISE IMPACTS ASSOCIATED
18 WITH OPERATIONS.

19 A MARCH 13, 2024 ADMINISTRATIVE ORDER (AO) ISSUED BY THE U.S. ENVIRONMENTAL
20 PROTECTION AGENCY (EPA) AND AN AUGUST 2, 2024 INVESTIGATION REPORT BY TCEQ,
21 FOUND THAT PRIOR DELUGE WATER DISCHARGES WERE NOT PERMITTED AND THUS
22 VIOLATED THE CLEAN WATER ACT. IN RESPONSE TO THE AO AND INVESTIGATION
23 REPORT, SPACEX SUBMITTED A PERMIT APPLICATION ON JULY 1, 2024, AND ENTERED
24 INTO AGREEMENTS WITH TCEQ AND EPA TO RESOLVE THE ALLEGED VIOLATIONS.
25 INFORMATION REGARDING THESE ALLEGED VIOLATIONS AND ASSOCIATED
26 MITIGATIONS HAVE BEEN INCORPORATED INTO THE ANALYSIS OF THE EA.

1 IN RESPONSE TO POTENTIAL SIGNIFICANT IMPACTS RELATED TO CUMULATIVE SONIC
2 BOOM EFFECTS, SPACEX AND FAA ADJUSTED THE DAY-NIGHT SPLIT OF PROPOSED
3 LAUNCH AND LANDING ACTIVITIES. THE REVISED PROPOSED ACTION WOULD NOT
4 RESULT IN SIGNIFICANT IMPACTS TO NOISE OR NOISE-COMPATIBLE LAND USE.

5 **SLIDE 12 — FAA LICENSING PROCESS FOR** 6 **VEHICLE OPERATORS**

7 THE FIGURE ON THIS SLIDE PROVIDES AN OVERVIEW OF THE FAA’S LICENSING PROCESS
8 FOR VEHICLE OPERATORS. THE ILLUSTRATION SHOWCASES THE DIFFERENT REVIEWS
9 THAT OCCUR DURING EACH PHASE OF THE LICENSING PROCESS. THE ISSUANCE OR
10 MODIFICATION OF A LICENSE, INCLUDING RENEWALS, BY THE FAA IS CONSIDERED A
11 MAJOR FEDERAL ACTION UNDER NEPA. THUS, THE FAA IS ANALYZING THE
12 ENVIRONMENTAL IMPACTS OF THE PROPOSED ISSUANCE OR MODIFICATION OF A
13 COMMERCIAL LAUNCH VEHICLE OPERATOR LICENSE FOR SPACEX STARSHIP/SUPER
14 HEAVY AT BOCA CHICA, TEXAS, AS WELL AS TEMPORARY CLOSURE OF ASSOCIATED
15 AIRSPACE IN AN EA.

16 THE FAA’S LICENSE DETERMINATION PROCESS INVOLVES SEVERAL ASPECTS, WHICH
17 INCLUDE SAFETY, AIRSPACE AND WATERWAY INTEGRATION, POLICY, PAYLOAD, FISCAL
18 RESPONSIBILITY AND ENVIRONMENTAL REVIEWS. THIS EA WOULD FULFILL THE
19 ENVIRONMENTAL REVIEW PORTION OF THE LICENSE EVALUATION AND
20 DETERMINATION.

21 THE COMPLETION OF THE ENVIRONMENTAL REVIEW PROCESS, OR THE NEPA PROCESS,
22 DOES NOT GUARANTEE THAT THE FAA WILL ISSUE A LICENSE MODIFICATION TO
23 SPACEX. ONCE THE FAA DOES MAKE A LICENSING DETERMINATION, SPACEX MAY BE
24 REQUIRED TO MEET ADDITIONAL MONITORING AND SAFETY INSPECTION
25 REQUIREMENTS. *

SLIDE 13 — PROJECT LOCATION AND SITE OVERVIEW

THE PROPOSED ACTION WOULD TAKE PLACE AT THE BOCA CHICA LAUNCH SITE, LOCATED ON SPACEX-OWNED PROPERTY IN CAMERON COUNTY TEXAS NEAR THE CITIES OF BROWNSVILLE AND SOUTH PADRE ISLAND. THE SITE IS LOCATED IN A SPARSLEY POPULATED COASTAL AREA ADJACENT TO THE GULF OF MEXICO, SURROUNDED BY BOCA CHICA STATE PARK AND ADJACENT TO THE LOWER RIO GRANDE VALLEY NATIONAL WILDLIFE REFUGE. THE LARGER AREA INCLUDES SEVERAL PRIVATE AND PUBLIC INDUSTRIES. BOCA CHICA VILLAGE INCLUDES SUPPORT INFRASTRUCTURE SUCH AS HOUSING, RESTAURANTS, AND OFFICES USED IN CONNECTION WITH SPACEX'S PRODUCTION AND MANUFACTURING FACILITY NEAR BOCA CHICA VILLAGE, AS WELL AS SOME PRIVATE HOUSES NOT OWNED BY SPACEX.

THE LAUNCH SITE CONSISTS OF THE VERTICAL LAUNCH AREA, OR VLA, APPROXIMATELY 2.2 MILES NORTH OF THE U.S./MEXICO BORDER AND IS CONTROLLED BY THE LAUNCH AND LANDING CONTROL CENTER, OR LLCC. STATE HIGHWAY 4 PROVIDES ACCESS TO THE LAUNCH SITE AND TERMINATES ADJACENT TO THE VLA AND BOCA CHICA BEACH. *

SLIDE 14 — STARSHIP/SUPER HEAVY LAUNCH VEHICLE

THE STARSHIP/SUPER HEAVY VEHICLE IS COMPRISED OF TWO STAGES. SUPER HEAVY IS THE FIRST STAGE, OR BOOSTER, AND STARSHIP IS THE SECOND STAGE. TOGETHER, THE UPGRADED VEHICLE IS APPROXIMATELY 150 METERS OR 500 FEET TALL AND 9 METERS OR 30 FEET IN DIAMETER. AS DESIGNED, BOTH STAGES ARE INTENDED TO BE FULLY REUSABLE FOR MULTI MISSIONS AND EXPECTED TO HAVE MINIMAL POST-FLIGHT REFURBISHMENT REQUIREMENTS. STARSHIP IS EQUIPPED WITH 9 RAPTOR ENGINES AND SUPER HEAVY IS EQUIPPED WITH 35. THE RAPTOR ENGINES ARE POWERED BY LIQUID OXYGEN OR (LOX) AND LIQUID METHANE. THE BELOW TABLE PROVIDES

1 SPECIFICATIONS OF THE VEHICLES AS ANALYZED IN THE 2022 PEA AND THIS REVISED
2 DRAFT EA FOR COMPARISON. *

3 **SLIDE 15 — PROPOSED OPERATIONS**

4 A COMPARISON OF THE LAUNCH AND LANDING OPERATIONS ANALYZED IN THE 2022
5 PEA AND IN THE REVISED DRAFT EA ARE SUMMARIZED HERE AND ON THE FOLLOWING
6 SLIDES.

7 THE 2022 PEA PREVIOUSLY ANALYZED UP TO 150 SECONDS OF LICENSED DAYTIME
8 STARSHIP STATIC FIRE TESTS AND 135 SECONDS OF LICENSED DAYTIME SUPER HEAVY
9 STATIC FIRE TESTS A YEAR. DURING A STATIC FIRE ENGINE TEST, THE VEHICLE ENGINES
10 ARE IGNITED FOR APPROXIMATELY 5-15 SECONDS AND THEN SHUT DOWN. UNDER THE
11 PROPOSED ACTION ANALYZED IN THE REVISED DRAFT EA, SPACEX WOULD CONDUCT UP
12 TO 90 SECONDS OF LICENSED DAYTIME STARSHIP STATIC FIRE TESTS AND 70 SECONDS
13 OF LICENSED DAYTIME SUPER HEAVY STATIC FIRE TESTS A YEAR. DAYTIME REFERS TO
14 THE HOURS OF 7:00 AM TO 7:00 PM. *

15 **SLIDE 16 — PROPOSED OPERATIONS CONT.**

16 THE 2022 PEA ANALYZED UP TO 5 ANNUAL SUBORBITAL LAUNCHES OF THE STARSHIP
17 VEHICLE, UP TO 5 LAUNCHES OF THE STARSHIP/SUPER HEAVY VEHICLE, UP TO 10
18 ANNUAL LANDINGS OF THE STARSHIP VEHICLE, AND 5 ANNUAL LANDINGS OF THE
19 SUPER HEAVY VEHICLE. THE REVISED DRAFT EA ANALYZES AN INCREASE IN SPACEX
20 OPERATIONS UP TO 25 ANNUAL STARSHIP/SUPER HEAVY LAUNCHES, 25 ANNUAL
21 STARSHIP LANDINGS, AND 25 ANNUAL SUPER HEAVY LANDINGS.

22 STARSHIP LANDING LOCATIONS HAVE ALSO BEEN UPDATED SINCE THE 2022 PEA TO
23 ACCOMMODATE NEW PROPOSED TRAJECTORIES. THE REVISED DRAFT EA REMOVED
24 STARSHIP LANDINGS OR DISPOSAL IN THE GULF OF MEXICO FROM THE CURRENT

1 PROPOSED ACTION, WHILE STARSHIP LANDINGS ON A FLOATING PLATFORM OR
2 DISPOSAL IN THE INDIAN OR THE PACIFIC OCEAN HAVE BEEN ADDED SINCE THE 2022
3 PEA. THERE WOULD BE NO CHANGES IN SUPER HEAVY LANDING LOCATIONS AS THE
4 VEHICLE WOULD LAND AT THE BOCA CHICA LAUNCH SITE OR ON A FLOATING
5 PLATFORM OR DISPOSED IN THE GULF OF MEXICO. *

6 **SLIDE 17 — PROPOSED OPERATIONS CONT.**

7 THE REVISED DRAFT EA ASSUMES THE PROPOSAL WOULD NOT CHANGE LIMITS ON
8 ACCESS RESTRICTIONS FOR LAUNCH OPERATIONS OR IN THE EVENT OF AN ANOMALY.
9 SPACEX DOES NOT PROPOSE ANY ADDITIONAL OPERATIONAL ACCESS RESTRICTIONS
10 APART FROM THOSE DESCRIBED IN THE 2022 PEA. IN THE BEGINNING OF THE
11 PROGRAM, SPACEX ESTIMATED NEEDING APPROXIMATELY 500 HOURS OF TEMPORARY
12 ACCESS RESTRICTIONS ANNUALLY FOR NOMINAL OR ANTICIPATED OPERATIONS.
13 HOWEVER, SINCE THE 2022 PEA, THERE HAS BEEN AN 85% REDUCTION IN THE NUMBER
14 OF ACCESS RESTRICTIONS IMPLEMENTED DURING SPACEX LAUNCH AND REENTRY
15 OPERATIONS. *

16 **SLIDE 18 — PROPOSED LAUNCH OPERATIONS**

17 THIS SLIDE SHOWS THE CURRENT VERTICAL LAUNCH AREA LAYOUT AT THE BOCA CHICA
18 LAUNCH SITE. AS DISCUSSED, SPACEX IS PROPOSING TO INCREASE STARSHIP/SUPER
19 HEAVY LAUNCH OPERATIONS UP TO 25 ANNUAL LAUNCHES. STARSHIP/SUPER HEAVY
20 MISSIONS WOULD CONTINUE TO INCLUDE LUNAR AND MARS MISSIONS AND SATELLITE
21 PAYLOAD MISSIONS. APPROVED LAUNCH TRAJECTORIES WOULD BE BASED ON SPECIFIC
22 LAUNCH VEHICLE PERFORMANCE AND CHARACTERISTICS. SPACEX IS NOT PROPOSING
23 ANY ADDITIONAL OPERATIONAL ACCESS RESTRICTIONS TO SUPPORT LAUNCHES, APART
24 FROM THOSE DESCRIBED IN THE 2022 PEA. *

SLIDE 19 — PROPOSED LANDING OPERATIONS

SPACEX ALSO PROPOSES TO INCREASE STARSHIP/SUPER HEAVY LANDINGS TO UP TO 25 SUPER HEAVY AND 25 STARSHIP LANDINGS ANNUALLY.

SPACEX CURRENTLY LANDS SUPER HEAVY IN THE GULF OF MEXICO AND STARSHIP IN THE PACIFIC OCEAN AND THE INDIAN OCEAN AND IS PROPOSING TO EXPAND POTENTIAL LANDING SITES OF STARSHIP. THE REVISED DRAFT EA ANALYZES THE REASONABLY FORESEEABLE ENVIRONMENTAL IMPACTS OF THE FOLLOWING SCENARIOS: SPACEX MAY LAND SUPER HEAVY AT THE VERTICAL LAUNCH AREA, OR VLA, ON A DRONESHIP, OR DIRECT THE SUPER HEAVY TO BE DISPOSED OF IN THE GULF OF MEXICO. ADDITIONALLY, STARSHIP MAY LAND AT THE VLA, ON A DRONESHIP, OR BE DISPOSED OF IN THE INDIAN OR PACIFIC OCEAN. AS SPACEX CONTINUES TO DEVELOP THE CAPABILITY TO PERFORM A RETURN TO LAUNCH SITE LANDING, SOME VEHICLES MAY NOT BE REUSED AND INSTEAD SPACEX MAY DIRECT THE VEHICLES TO FALL INTO THE OCEAN TO BE DISPOSED UNDER CERTAIN CONDITIONS. *

SLIDE 20 — LEAD AND COOPERATING AGENCIES

AS THE LEAD FEDERAL AGENCY FOR THIS EA, THE FAA IS RESPONSIBLE FOR ANALYZING THE POTENTIAL ENVIRONMENTAL IMPACTS OF THE PROPOSED ACTION AND CREATING AIRSPACE CLOSURES TO ENSURE PUBLIC SAFETY.

THE FAA REQUESTED COOPERATING AGENCIES TO PARTICIPATE IN THE NEPA PROCESS DUE TO THEIR SPECIAL EXPERTISE OR JURISDICTION BY LAW OVER THE LAUNCH FACILITY OR MARITIME ENVIRONMENT. COOPERATING AGENCIES FOR THIS REVISED DRAFT EA INCLUDE THE NATIONAL AERONAUTICS AND SPACE ADMINISTRATION, U.S. FISH AND WILDLIFE SERVICE, NATIONAL PARK SERVICE, AND U.S. COAST GUARD.

1 THE FAA ALSO INVITED THE TEXAS HISTORICAL COMMISSION AND TEXAS PARKS AND
2 WILDLIFE DEPARTMENT TO BE PARTICIPATING AGENCIES. THESE AGENCIES WERE
3 INVITED DUE TO THE LOCATION OF THE LAUNCH SITE RELATIVE TO STATE-MANAGED
4 PROPERTIES AND THEIR SPECIAL EXPERTISE. *

5 **SLIDE 21 — IMPACT CATEGORIES ANALYZED IN**
6 **DETAIL**

7 THE REVISED DRAFT EA EXAMINES POTENTIAL IMPACTS OF PROPOSED ALTERNATIVES
8 ON THE HUMAN AND NATURAL ENVIRONMENTS. POTENTIAL ENVIRONMENTAL
9 RESOURCES THAT ARE EVALUATED IN THE REVISED DRAFT EA INCLUDE THOSE LISTED
10 ON THIS SLIDE. *[PAUSE TO ALLOW AUDIENCE TO VIEW THIS LIST]*

11 THE FOLLOWING THREE SLIDES GO INTO DETAIL ON SPECIFIC RESOURCE CATEGORIES
12 OF PARTICULAR PUBLIC INTEREST. *

13 **SLIDE 22 — BIOLOGICAL RESOURCES IMPACTS**

14 BIOLOGICAL RESOURCES INCLUDE TERRESTRIAL, MARINE, AND ENDANGERED SPECIES
15 ACT, OR ESA-LISTED SPECIES AND HABITAT. THE ENDANGERED SPECIES ACT
16 ESTABLISHES PROTECTIONS FOR FISH, WILDLIFE, AND PLANTS THAT ARE LISTED AS
17 THREATENED OR ENDANGERED. TAKING INTO ACCOUNT THE NEW INFORMATION
18 RELATED TO THE PROPOSED ACTION THE FAA HAS DETERMINED THAT THE PROPOSED
19 ACTION WOULD NOT RESULT IN SIGNIFICANT TERRESTRIAL HABITAT AND WILDLIFE OR
20 MARINE RESOURCE IMPACTS AS SPACEX WOULD CONTINUE TO IMPLEMENT
21 MITIGATION MEASURES.

22 THE FAA IS CONDUCTING FORMAL CONSULTATION WITH U.S. FISH AND WILDLIFE
23 SERVICE, OR THE SERVICE, TO DETERMINE WHETHER THE PROPOSED ACTION MAY
24 AFFECT AND IS LIKELY TO ADVERSELY AFFECT ENDANGERED SPECIES ACT (ESA)-LISTED

SPECIES AND CRITICAL HABITAT, AS WELL AS WITH NATIONAL MARINE FISHERIES SERVICE, OR NMFS, TO DETERMINE WHETHER THE PROPOSED ACTION WOULD ADVERSELY AFFECT ESA-LISTED MARINE SPECIES OR DESIGNATED CRITICAL HABITAT. DURING FORMAL CONSULTATION, THE FAA SHARES INFORMATION WITH THE SERVICE AND NMFS ABOUT THE PROPOSED ACTION AND THE SPECIES OR CRITICAL HABITAT THAT COULD BE AFFECTED. FOLLOWING FORMAL CONSULTATION, A BIOLOGICAL OPINION WOULD BE ISSUED WHICH WOULD ANALYZE THE EFFECTS OF THE PROPOSED ACTION TO ESA-LISTED SPECIES OR CRITICAL HABITAT. *

SLIDE 23 — DEPARTMENT OF TRANSPORTATION SECTION 4(F) IMPACTS

POTENTIAL SECTION 4(F) RESOURCES INCLUDE PUBLIC PARKS, RECREATION AREAS, WILDLIFE OR WATERFOWL REFUGES OF NATIONAL, STATE, OR LOCAL SIGNIFICANCE, AND LAND OF AN HISTORIC SITE OF NATIONAL, STATE, OR LOCAL SIGNIFICANCE.

THE FAA IS EVALUATING THE PROPOSED ACTION FOR POTENTIAL SIGNIFICANT IMPACTS TO 4(F) RESOURCES, INCLUDING CONSTRUCTIVE USE. CONSTRUCTIVE USE OCCURS WHEN THE IMPACTS OF A PROJECT ON A SECTION 4(F) PROPERTY ARE SO SEVERE THAT THE ACTIVITIES, FEATURES, OR ATTRIBUTES THAT QUALIFY THE PROPERTY FOR PROTECTION UNDER SECTION 4(F) ARE SUBSTANTIALLY IMPAIRED.

AT THIS TIME, THE FAA HAS MADE PRELIMINARY DETERMINATIONS THAT TEMPORARY ACCESS RESTRICTIONS, NOISE, SONIC BOOMS, AND DEBRIS ASSOCIATED WITH THE PROPOSED ACTION DO NOT CONSTITUTE A CONSTRUCTIVE USE. ANALYSIS IS BEING CONDUCTED IN ACCORDANCE WITH FAA ORDER 1050.1F AND THE FAA WILL CONSIDER ALL RELEVANT DATA, PUBLIC COMMENTS, AND APPLICABLE REQUIREMENTS BEFORE REACHING A CONCLUSION IN THE FINAL EA. THE FAA WILL EXPLAIN IF ANY CONCLUSIONS DIFFER FROM THOSE PRESENTED IN THE 2022 PEA AND WILL DISCLOSE IF IT CONDUCTED ANY ADDITIONAL CONSULTATIONS.

1 THE PROPOSED ACTION WOULD NOT RESULT IN ANY CHANGE FROM THE CONCLUSIONS
2 IN THE 2022 PEA TO LIMITS ON ACCESS RESTRICTIONS, TOTAL DURATION OF ACCESS
3 RESTRICTIONS, OR HOURS OF ANOMALY-RELATED ACCESS RESTRICTIONS TO SECTION
4 4(F) RESOURCES. *

5 **SLIDE 24 — NOISE AND NOISE-COMPATIBLE** 6 **LAND USE IMPACTS**

7 DESPITE NOISE-RELATED CHANGES ASSOCIATED WITH STATIC FIRE ENGINE TESTS,
8 LAUNCHES, LANDINGS, AND POTENTIAL FOR STRUCTURAL DAMAGE, NO RESIDENTS OR
9 MEMBERS OF THE PUBLIC WOULD EXPERIENCE NOISE ABOVE THE OCCUPATIONAL
10 SAFETY AND HEALTH ADMINISTRATION'S, OR OSHA'S, 115 DECIBEL, OR DB, THRESHOLD
11 DURING A LAUNCH. THE 115 DB LAMAX CONTOUR, WHICH IS USED AS A CONSERVATIVE
12 LIMIT FOR HEARING CONSERVATION, EXTENDS APPROXIMATELY 1 MILE FROM THE
13 LAUNCH PAD AND DOES NOT CONTAIN PRIVATE RESIDENCES. THIS IS SHOWN IN THE
14 MIDDLE MAP.

15 THE MAP ON THE LEFT OF THE SLIDE SHOWS THE OVERPRESSURE CONTOURS OF SONIC
16 BOOMS FROM SUPER HEAVY LANDING. FOR SONIC BOOMS, AT APPROXIMATELY 2
17 POUNDS PER SQUARE FOOT, OR PSF, THERE IS A 1 IN 10,000 PROBABILITY OF BREAKAGE
18 FOR A LARGE WINDOW, AND AT APPROXIMATELY 4 PSF THERE IS A 1 IN 10,000
19 PROBABILITY OF BREAKAGE FOR A SMALL WINDOW. PEOPLE WITHIN THE 6 PSF
20 CONTOUR WILL MOST LIKELY HEAR THE SONIC BOOM. LABORATORY AND FIELD-
21 TESTING SHOWS THAT PRE-DAMAGED OR POOR CONDITION WINDOWS COULD
22 POSSIBLY EXHIBIT PROGRESSION OF DAMAGE OVER MULTIPLE EXPOSURES TO THIS
23 MAGNITUDE OF BOOM.

24 OVERPRESSURES WITHIN THE 10 PSF CONTOUR REACH THE COMMUNITY OF TARPON
25 BEND AND THE EXTREME SOUTH OF SOUTH PADRE ISLAND, WITH OVERPRESSURES
26 BETWEEN 6 AND 10 PSF EXTENDING ACROSS POPULATED PORTIONS OF SOUTH PADRE

1 ISLAND, PORT ISABEL, AND SOUTHERN LAGUNA HEIGHTS. AT 10.0 PSF THE LIKELIHOOD
2 OF SUPERFICIAL DAMAGE AND WINDOW DAMAGE BECOMES MORE PLAUSIBLE BUT IS
3 GENERALLY STILL EXPECTED TO BE VERY LOW PROBABILITY AND PREDOMINANTLY DUE
4 TO POOR EXISTING CONDITIONS SUCH AS PRE-CRACKED, PRE-STRESSED, OLDER, OR
5 POORLY MOUNTED WINDOWS.

6 CUMULATIVE DAY-NIGHT AVERAGE SOUND LEVELS ARE CALCULATED TO CONVERT
7 SONIC BOOM NOISE CONTOURS FROM PSF TO A C-WEIGHTED DAY-NIGHT AVERAGE
8 SOUND LEVEL OR C-DNL. THIS ALLOWS FOR A COMPARISON TO FAA'S SIGNIFICANCE
9 THRESHOLD IN DNL. THE FAA USES CDNL TO ASSESS CUMULATIVE ANNOYANCE FROM
10 IMPULSIVE NOISE LIKE SONIC BOOMS, WHILE USING OTHER METRICS TO EVALUATE
11 HEARING LOSS AND OTHER NOISE-RELATED HEALTH EFFECTS. THE MAP ON THE RIGHT
12 SIDE OF THE SLIDE SHOWS THE CDNL WITH THE CONTOUR LINE SHOWING 60 DBC.
13 BASED ON THE MAP, THERE ARE NO NOISE-SENSITIVE AREAS WITHIN THE 60 DBC
14 CONTOUR.

15 NOISE SENSITIVE AREAS INCLUDE RESIDENTIAL, EDUCATIONAL, HEALTH, AND RELIGIOUS
16 STRUCTURES AND SITES, PARKS, RECREATIONAL AREAS, AREAS WITH WILDERNESS
17 CHARACTERISTICS, WILDLIFE REFUGES, AND CULTURAL AND HISTORICAL SITES.

18 AS DESCRIBED IN THE 2022 PEA, SPACEX WILL IMPLEMENT THEIR PUBLIC NOTIFICATION
19 PLAN TO EDUCATE THE PUBLIC AND ANNOUNCE WHEN A LAUNCH OR LANDING EVENT
20 WOULD OCCUR.*

21 **SLIDE 25 — STAKEHOLDER ENGAGEMENT** 22 **SCHEDULE**

23 THIS SLIDE DISPLAYS THE REMAINING MAJOR MILESTONES OF THE EA SCHEDULE. THE
24 REVISED DRAFT EA WAS PUBLISHED ON NOVEMBER 20TH, 2024. PUBLIC MEETINGS ARE
25 BEING HELD IN-PERSON ON JANUARY 7TH, AND VIRTUALLY ON JANUARY 13TH. THE

1 PUBLIC COMMENT PERIOD WILL CLOSE ON JANUARY 17, 2025, AFTER WHICH THE FAA
2 WILL EVALUATE AND INCORPORATE COMMENTS INTO THE FINAL EA. THE FAA WILL
3 THEN ISSUE A FONSI/ROD, A MITIGATED FONSI/ROD, OR A NOTICE OF INTENT TO
4 CONTINUE THE ENVIRONMENTAL REVIEW PROCESS AND PREPARE AN ENVIRONMENTAL
5 IMPACT STATEMENT. *

6 **SLIDE 26 — COMMENTS ON THE REVISED** 7 **DRAFT EA**

8 AS PREVIOUSLY DISCUSSED, THERE ARE MULTIPLE WAYS TO SUBMIT COMMENTS.
9 COMMENTS MAY BE PROVIDED VERBALLY DURING THIS MEETING TO A COURT
10 REPORTER, ONLINE AT REGULATIONS.GOV UNDER DOCKET ID: FAA-2024-2006 OR, BY
11 MAIL TO MS. AMY HANSON, FAA ENVIRONMENTAL SPECIALIST, SPACEX EA, C/O ICF,
12 1902 RESTON METRO PLAZA RESTON, VIRGINIA, 20190, OR DELIVERED IN WRITTEN OR
13 VERBAL FORM DURING A PUBLIC MEETING. THE FAA WILL CONSIDER AND RESPOND IN
14 THE FINAL EA TO ALL SUBSTANTIVE COMMENTS RECEIVED OR POST-MARKED BY NO
15 LATER THAN JANUARY 17TH, 2025.

16 YOU MAY ALSO SUBSCRIBE TO THE PROJECT MAILING LIST AND VIEW THE REVISED
17 DRAFT EA AT THE PROJECT WEBSITE, LISTED AT THE BOTTOM OF THIS SLIDE. *

18 **SLIDE 27 — PROVIDING PUBLIC COMMENTS**

19 THE FAA IS SEEKING COMMENTS FROM THE PUBLIC CONCERNING THE ACCURACY OF
20 THE REVISED DRAFT EA, ADEQUACY OF THE ANALYSIS, NEW INFORMATION,
21 ALTERNATIVES NOT CONSIDERED THAT MEET THE PROJECT'S PURPOSE AND NEED, OR
22 ADDITIONAL AREAS WHERE FURTHER CLARIFICATION IS NEEDED. ALL SUBSTANTIVE
23 COMMENTS RECEIVED, REGARDLESS OF FORMAT OR SUBMISSION DATE, WILL BE GIVEN
24 FULL AND EQUAL CONSIDERATION. *

SLIDE 28 — END TITLE SLIDE

THIS CONCLUDES THE VIDEO PRESENTATION. *

[END VIDEO PRESENTATION]

SLIDE 29 — OPEN HOUSE (Speaker: Facilitator)

BEFORE MOVING INTO THE OPEN HOUSE PORTION OF OUR MEETING, I'D LIKE TO REITERATE SOME INFORMATION I MENTIONED EARLIER.

THE FAA IS SEEKING FEEDBACK FROM FEDERAL, STATE, AND LOCAL AGENCIES, TRIBES, AND THE PUBLIC TO DEVELOP THE FINAL EA. THE PURPOSE OF THIS MEETING IS TO PROVIDE THE OPPORTUNITY TO LEARN ABOUT AND COMMENT ON THE PROJECT. PUBLIC COMMENTS WILL BE PART OF THE OFFICIAL RECORD AND A SUMMARY WILL BE INCLUDED IN THE FINAL EA. THE FAA IS ALSO SEEKING TO IDENTIFY ISSUES OF INTEREST OR CONCERN TO FRAME THE ENVIRONMENTAL ANALYSIS AND MORE EFFECTIVELY SHAPE THE RANGE OF ALTERNATIVES THE FAA WILL CONSIDER.

AS PREVIOUSLY DISCUSSED, COMMENTS MAY BE SUBMITTED IN MULTIPLE WAYS: VERBALLY TO THE COURT REPORTER **TODAY/TONIGHT**, ONLINE AT REGULATIONS.GOV UNDER DOCKET ID: FAA-2024-2006 OR, BY MAIL. THE FAA WILL CONSIDER IN THE FINAL EA ALL COMMENTS RECEIVED OR POST-MARKED BY NO LATER THAN JANUARY 17TH, 2025. YOU MAY ALSO SUBMIT YOUR WRITTEN COMMENTS ON THE COMMENT FORMS PROVIDED THIS **AFTERNOON/EVENING**. [*POINT TO COMMENT TABLE.*]

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

1 TO WITHHOLD FROM PUBLIC REVIEW YOUR PERSONAL IDENTIFYING INFORMATION, WE
2 CANNOT GUARANTEE THAT WE WILL BE ABLE TO DO SO.

3 YOU CAN BE ADDED TO THE PROJECT MAILING LIST BY INDICATING YOUR PREFERENCE
4 ON A COMMENT FORM OR ON A REGISTRATION CARD PROVIDED AT THIS
5 AFTERNOON'S/EVENING'S MEETING.

6 THIS CONCLUDES THIS AFTERNOON'S/EVENING'S PRESENTATION. THE FAA
7 APPRECIATES YOUR PARTICIPATION.

8 FAA AND SPACEX REPRESENTATIVES, I NOW INVITE YOU TO GO STAND BY YOUR
9 DISPLAY BOARDS.

10 OK LADIES AND GENTLEMEN, WE WILL NOW BEGIN THE OPEN HOUSE PORTION OF THE
11 MEETING AND ACCEPT YOUR VERBAL/Written COMMENTS. THE MEETING IS
12 SCHEDULED TO END AT 3:00 PM/7:30 PM. PLEASE NOTE THAT CONVERSATIONS WITH
13 STAFF ARE NOT CONSIDERED FORMAL PUBLIC COMMENTS. THEREFORE, WE STRONGLY
14 ENCOURAGE YOU TO MAKE A FORMAL COMMENT VIA ONE OF THE METHODS
15 PREVIOUSLY DISCUSSED.

16 THANK YOU FOR ATTENDING. *

17 *[OPEN HOUSE PORTION OF THE MEETING, STAY ON OPEN HOUSE MEETING SLIDE.]*

18 **SLIDE 30 — ENDING TITLE SLIDE**

19