

1 **SCRIPT FOR**
2 **THE SPACEX FALCON 9 OPERATIONS**
3 **AT SPACE LAUNCH COMPLEX 40 (SLC-40) AT CAPE CANAVERAL SPACE FORCE STATION**
4 **ENVIRONMENTAL ASSESSMENT IN CAPE CANAVERAL, FLORIDA**
5 **– VIRTUAL PUBLIC MEETING –**

6 **NOTE: AN ASTERISK (*) INDICATES SLIDE ADVANCEMENT**

7 **SLIDE 1 — TITLE SLIDE (Speaker: Facilitator)**

8 6:00 PM EASTERN– FACILITATOR WILL CALL THE MEETING TO ORDER

9 GOOD EVENING AND THANK YOU FOR JOINING US FOR THIS VIRTUAL PUBLIC MEETING
10 FOR THE SPACEX FALCON 9 OPERATIONS AT SPACE LAUNCH COMPLEX 40 (OR SLC-40)
11 AT CAPE CANAVERAL SPACE FORCE STATION ENVIRONMENTAL ASSESSMENT IN CAPE
12 CANAVERAL, FLORIDA.

13 I WILL SERVE AS YOUR FACILITATOR THIS EVENING. *

14 **SLIDE 2 — CLOSED CAPTIONING (Speaker: Facilitator)**

15 PLEASE NOTE THAT WE ARE TRANSCRIBING TONIGHT’S MEETING, AND YOU CAN TURN
16 ON LIVE CAPTIONING IF YOU WOULD LIKE TO READ THE VERBAL DIALOGUE. TO TURN
17 ON CLOSED CAPTIONS, CLICK ON THE CC ICON THAT SAYS “LIVE TRANSCRIPT” AT THE
18 BOTTOM OF YOUR SCREEN, THEN CLICK “SHOW SUBTITLES” TO VIEW THE CLOSED
19 CAPTIONING AND “HIDE SUBTITLES” TO TURN THEM OFF. *

20 **SLIDE 3 — MEETING AGENDA (Speaker: Facilitator)**

21 AT THIS TIME, I WOULD LIKE TO GO OVER THE AGENDA WE WILL BE FOLLOWING THIS
22 EVENING. THIS MEETING WILL BE CONDUCTED IN THREE PARTS.

1 FIRST, WE WILL BEGIN WITH A FEW LOGISTICS SINCE WE ARE PRESENTING THIS
2 MEETING IN THE VIRTUAL SETTING, FOLLOWED BY A FEW INTRODUCTIONS FROM THE
3 FEDERAL AVIATION ADMINISTRATION, OR FAA.

4 NEXT, WE WILL MOVE INTO A PRESENTATION BY THE FAA. THE PRESENTATION WILL GO
5 OVER THE PROJECT HISTORY AND LOCATION, THE FAA'S REVIEW OF SPACEX'S
6 PROPOSED OPERATIONS, THE FAA'S ANALYSIS OF POTENTIAL IMPACTS TO
7 ENVIRONMENTAL RESOURCES, THE ENVIRONMENTAL REVIEW PROCESS AND
8 SCHEDULE, AND HOW YOU CAN COMMENT ON THE PROJECT.

9 AFTER THE PRESENTATION, WE WILL TAKE A SHORT 5-MIN BREAK BEFORE WE
10 RECONVENE TO ACCEPT FORMAL PUBLIC COMMENTS.

11 PLEASE NOTE THAT THIS MEETING IS BEING RECORDED AND FORMAL COMMENTS WILL
12 BE CAPTURED BY A COURT REPORTER. IF YOU DO NOT WISH TO BE PART OF THIS
13 RECORDED PUBLIC MEETING, PLEASE DISCONNECT FROM THE CALL. *

14 **SLIDE 4 — ZOOM PLATFORM** (Speaker: Facilitator)

15 I WOULD LIKE TO TAKE A MINUTE TO REVIEW THE FEATURES THAT WE WILL BE USING
16 DURING OUR ZOOM MEETING THIS EVENING. AT ANY TIME DURING THE MEETING, IF
17 YOU NEED ASSISTANCE WITH THE ZOOM PLATFORM, YOU CAN USE THE CHAT FEATURE
18 LOCATED AT THE BOTTOM OF YOUR SCREEN TO MESSAGE THE MEETING HOST.

19 WHEN WE GET TO THE VIDEO PRESENTATION PORTION OF TONIGHT'S MEETING, THE
20 SMALL GREEN BOX AT THE TOP OF YOUR SCREEN THAT APPEARS WHEN THE ZOOM
21 HOST BEGINS SCREEN SHARING MAY GET IN THE WAY OF THE PRESENTATION. PLEASE
22 NOTE THAT YOU HAVE THE ABILITY TO CLICK AND DRAG THAT BOX TO ENSURE YOU CAN
23 SEE THE ENTIRETY OF THE VIDEO SCREEN.

24 PLEASE MAKE NOTE OF THE PHONE NUMBER FOR THIS MEETING. THE PHONE NUMBER
25 IS 1-888-788-0099; MEETING ID: 853 9161 5696 PASSWORD: 743 444. IF YOU

1 EXPERIENCE DIFFICULTY WITH YOUR INTERNET CONNECTION AT ANY POINT DURING
2 THE MEETING, YOU CAN CALL THIS NUMBER TO LISTEN TO THE MEETING.

3 ADDITIONALLY, INDIVIDUAL INTERNET CONNECTIONS AND BANDWIDTHS VARY AND
4 MAY IMPACT YOUR VIEWING EXPERIENCE. WE RECOMMEND CLOSING ALL APPS AND
5 PROGRAMS AND LIMITING OTHER STREAMING OR DOWNLOADS WHILE YOU ARE
6 PARTICIPATING IN THIS MEETING.

7 FINALLY, WE ARE RUNNING THIS MEETING USING ZOOM WEBINAR, WHICH MUTES ALL
8 PARTICIPANTS AND RESTRICTS VIDEO FEEDS. *

9 **SLIDE 5 — INTRODUCTIONS** (Speaker: Facilitator)

10 AT THIS TIME, I WOULD LIKE TO INTRODUCE TWO FAA REPRESENTATIVES WHO WILL BE
11 PARTICIPATING IN THIS EVENING'S MEETING.

12 FIRST, I'D LIKE TO INTRODUCE EVA LONG, ENVIRONMENTAL PROTECTION SPECIALIST IN
13 THE OPERATIONS SUPPORT BRANCH IN THE OFFICE OF COMMERCIAL SPACE
14 TRANSPORTATION OF THE FEDERAL AVIATION ADMINISTRATION (FAA).

15 NEXT, I WOULD LIKE TO INTRODUCE JACOB CANTIN, AEROSPACE ENGINEER IN THE
16 ENTERPRISE OPERATIONS BRANCH IN THE OFFICE OF COMMERCIAL SPACE
17 TRANSPORTATION OF THE FEDERAL AVIATION ADMINISTRATION (FAA). *

18 **SLIDE 6 — MEDIA CONTACT** (Speaker: Facilitator)

19 FOR ANY MEDIA REPRESENTATIVES THAT HAVE JOINED THIS EVENING, PLEASE
20 CONTACT THE FAA PRESS OFFICE AT PRESSOFFICE@FAA.GOV *

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

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

YOU CAN SUBMIT COMMENTS IN ANY ONE OF THE FOLLOWING THREE WAYS. FIRST, YOU CAN PROVIDE VERBAL COMMENTS DURING THE MEETING TONIGHT, WHICH WILL BE RECORDED BY A COURT REPORTER. SECOND, YOU CAN VISIT REGULATIONS.GOV AND SEARCH FOR DOCKET ID: FAA-2025-0114 TO SUBMIT COMMENTS DIRECTLY ONLINE. THIRD, YOU CAN MAIL WRITTEN COMMENTS TO: MS. EVA LONG, FAA ENVIRONMENTAL SPECIALIST, C/O ICF, 1902 RESTON METRO PLAZA RESTON, VIRGINIA 20190.

YOU ONLY NEED TO SUBMIT COMMENTS ONCE. THE FAA WILL CONSIDER AND RESPOND IN THE FINAL ENVIRONMENTAL ASSESSMENT TO ALL SUBSTANTIVE OR POST-MARKED COMMENTS RECEIVED BY NO LATER THAN APRIL 24, 2025. SUBSTANTIVE COMMENTS ARE THOSE THAT IDENTIFY POTENTIAL ALTERNATIVES, INFORMATION, AND ANALYSES RELEVANT TO THE PROPOSED ACTION. ALL SUBSTANTIVE COMMENTS RECEIVED, REGARDLESS OF FORMAT, WILL BE GIVEN FULL AND EQUAL CONSIDERATION.

AGAIN, PLEASE NOTE THAT THIS MEETING IS BEING RECORDED AND FORMAL COMMENTS WILL BE CAPTURED BY A COURT REPORTER. IF YOU DO NOT WISH TO BE PART OF THIS RECORDED PUBLIC MEETING, PLEASE DISCONNECT FROM THE CALL.

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

[BEGIN VIDEO PRESENTATION]

SLIDE 8 — FAA PRESENTATION

WELCOME TO THE FEDERAL AVIATION ADMINISTRATION’S, OR FAA’S, VIRTUAL PUBLIC MEETING FOR THE SPACEX FALCON 9 OPERATIONS AT SPACE LAUNCH COMPLEX 40 OR (SLC-40) AT CAPE CANAVERAL SPACE FORCE STATION ENVIRONMENTAL ASSESSMENT IN CAPE CANAVERAL, FLORIDA. THE NEXT SERIES OF SLIDES WILL PROVIDE AN OVERVIEW OF THE PROJECT. *

SLIDE 9 — WHY ARE WE HERE?

THE FAA IS EVALUATING SPACE EXPLORATION TECHNOLOGIES CORPORATION’S, OR SPACEX’S, PROPOSAL TO INCREASE THE ANNUAL NUMBER OF FALCON 9 LAUNCHES AND LANDINGS PER YEAR, OR CADENCE, AND TO CONSTRUCT AND OPERATE A NEW FALCON 9 LANDING ZONE (LZ) AT SLC-40 AT CAPE CANAVERAL SPACE FORCE STATION, FLORIDA. SPACEX IS PROPOSING TO INCREASE THE ANNUAL LAUNCH CADENCE OF FALCON 9 AT SLC-40 FROM 50 TO 120 LAUNCHES (AN INCREASE OF 70 LAUNCHES PER YEAR FROM WHAT WAS PREVIOUSLY ANALYZED). SPACEX IS ALSO PROPOSING TO CONDUCT UP TO 34 FALCON 9 FIRST STAGE BOOSTER LANDINGS AT THE NEW FALCON 9 LANDING ZONE. THE REMAINING NUMBER OF BOOSTERS WOULD BE RECOVERED ON A BARGE OR BE EXPENDED IN THE ATLANTIC OCEAN.

SPACEX IS REQUESTING A MODIFICATION OF ITS CURRENT LICENSE TO INCREASE THE MAXIMUM ALLOWED ANNUAL LAUNCHES OF THE FALCON 9 VEHICLE AND TO ADD FALCON 9 FIRST-STAGE BOOSTER LANDINGS AT SLC-40. CONSTRUCTION AND OPERATION OF THE NEW LANDING ZONE AT SLC-40 WOULD REQUIRE A REAL PROPERTY AGREEMENT BETWEEN SPACEX AND THE DEPARTMENT OF THE AIR FORCE.

THEREFORE, THE FAA IS ANALYZING THE POTENTIAL ENVIRONMENTAL IMPACTS OF THE INCREASED CADENCE, CONSTRUCTION OF A NEW SLC-40 LANDING ZONE, FIRST-STAGE BOOSTER LANDINGS AT THE NEW SLC-40 LANDING ZONE, AND RELATED AIRSPACE CLOSURES IN THE DRAFT EA. THE COMPLETION OF THE ENVIRONMENTAL REVIEW

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

4 **SLIDE 10 — NATIONAL ENVIRONMENTAL** 5 **POLICY 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 TEMPORARILY CLOSE ASSOCIATED AIRSPACE ARE PROPOSED
11 ACTIONS SUBJECT TO NEPA. AGENCIES FOLLOW A RIGOROUS PROCESS BEFORE MAKING
12 A FINAL DECISION. THIS PROCESS INCLUDES CONSIDERATION OF A RANGE OF
13 ALTERNATIVES, POTENTIAL ENVIRONMENTAL OR HEALTH CONSEQUENCES, PUBLIC
14 INPUT, TRIBAL OR GOVERNMENT CONSULTATION, AND COMMENTS PROVIDED ON
15 DRAFT DOCUMENTS.

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

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

SLIDE 11 — PROJECT HISTORY

IN JULY 2020, THE FAA EVALUATED THE ENVIRONMENTAL IMPACTS OF UP TO 50 FALCON 9 LAUNCHES ANNUALLY FROM SLC-40 AND UP TO 54 BOOSTER LANDINGS ANNUALLY AT CAPE CANAVERAL SPACE FORCE STATION LANDING ZONE (OR LANDING ZONE)-1 OR LANDING ZONE-2.

SINCE THE ISSUANCE OF THE 2020 EA, SPACEX HAS REQUESTED TWO MODIFICATIONS TO LICENSE LLO 18-105 FOR A CALENDAR YEAR INCREASE IN FALCON OPERATIONS AT SLC-40. IN 2023, SPACEX REQUESTED A LICENSE MODIFICATION FOR AN ADDITIONAL SIX FAA-LICENSED FALCON 9 MISSIONS AT SLC-40 FOR CALENDAR YEAR 2023. IN 2024, SPACEX REQUESTED A LICENSE MODIFICATION FOR AN ADDITIONAL TWENTY LAUNCHES AT SLC-40 FOR CALENDAR YEAR 2024. THE FAA REVIEWED SPACEX'S 2023 AND 2024 LICENSE MODIFICATION REQUESTS IN THE FORM OF WRITTEN REEVALUATIONS, AN INTERNAL FAA ENVIRONMENTAL REVIEW DOCUMENT, AND CONCLUDED THAT THE CONTENTS OF THE 2020 EA REMAINED CURRENT AND SUBSTANTIALLY VALID, AND THAT THE DECISION TO MODIFY THE LAUNCH LICENSE TO INCLUDE A HIGHER NUMBER OF LAUNCHES IN 2023 AND 2024 DID NOT REQUIRE THE PREPARATION OF A NEW OR SUPPLEMENTAL EA.

IN 2024, SPACEX REQUESTED A MODIFICATION TO THEIR LAUNCH LICENSE TO INCREASE THE ANNUAL NUMBER OF FALCON LAUNCHES FROM SLC-40 TO 120. THIS CURRENT EA EVALUATES THIS PROPOSAL.

IN 2023, THE DEPARTMENT OF THE AIR FORCE IMPLEMENTED A POLICY THAT REQUIRES COMMERCIAL LAUNCH SERVICE PROVIDERS TO CONDUCT LANDING OPERATIONS AT THEIR LAUNCH SITES. AS A RESULT, THE DEPARTMENT OF THE AIR FORCE DETERMINED THAT SPACEX'S EXISTING REAL PROPERTY LICENSE AT LANDING ZONE-1 AND LANDING ZONE-2 WOULD NOT BE RENEWED. THIS NECESSITATED THE CONSTRUCTION OF A NEW LANDING ZONE TO CONTINUE TERRESTRIAL LANDINGS FOR LAUNCHES FROM SLC-40.

1 AS PREVIOUSLY STATED, THIS CURRENT EA EVALUATES SPACEX’S PROPOSAL TO
2 INCREASE THE NUMBER OF LAUNCHES AND LANDINGS PER YEAR, OR CADENCE, OF ITS
3 FALCON 9 LAUNCH VEHICLE FROM SLC-40, TO CONSTRUCT OF A NEW FALCON 9
4 LANDING ZONE AT SLC-40, AND TO CONDUCT FALCON 9 FIRST-STAGE BOOSTER
5 LANDINGS AT THE NEW FALCON 9 LANDING ZONE AT CAPE CANAVERAL SPACE FORCE
6 STATION, FLORIDA.*

7 **SLIDE 12 — FAA LICENSING PROCESS FOR** 8 **VEHICLE OPERATORS**

9 THE FIGURE ON THIS SLIDE PROVIDES AN OVERVIEW OF THE FAA’S LICENSING PROCESS
10 FOR VEHICLE OPERATORS, SUCH AS SPACEX. THE ILLUSTRATION SHOWCASES THE
11 DIFFERENT REVIEWS THAT OCCUR DURING EACH PHASE OF THE LICENSING PROCESS.
12 THE MODIFICATION OF A LICENSE BY THE FAA IS CONSIDERED MAJOR FEDERAL ACTIONS
13 UNDER NEPA.

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

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

SLIDE 13 — PROJECT LOCATION AND SITE OVERVIEW

THE PROPOSED ACTION WOULD TAKE PLACE AT THE CAPE CANAVERAL SPACE FORCE STATION, LOCATED IN BREVARD COUNTY, FLORIDA. THE SITE IS A DEPARTMENT OF THE AIR FORCE PROPERTY MANAGED BY THE UNITED STATES SPACE FORCE AND CONSISTS OF 81 MILES OF PAVED ROADS CONNECTING VARIOUS LAUNCH SUPPORT FACILITIES WITHIN THE CENTRALIZED INDUSTRIAL AREA. CAPE CANAVERAL SPACE FORCE STATION IS SITUATED ON FLORIDA'S CAPE CANAVERAL BARRIER ISLAND, ROUGHLY 50 MILES EAST OF ORLANDO AND IS LOCATED SOUTH-SOUTHEAST OF THE NATIONAL AERONAUTICS AND SPACE ADMINISTRATION'S KENNEDY SPACE CENTER ON ADJACENT MERRIT ISLAND. SURROUNDING MAJOR LANDMARKS INCLUDE THE CANAVERAL NATIONAL SEASHORE TO THE NORTH, THE BANANA RIVER TO THE WEST, THE ATLANTIC OCEAN TO THE EAST, AND PORT CANAVERAL, COCOA BEACH, AND BANANA RIVER AQUATIC PRESERVE TO THE SOUTH. AN APPROXIMATE LOCATION OF SLC-40 IS IDENTIFIED ON THE MAP ON THIS SLIDE; SLC-40 IS AT THE NORTHERNMOST PART OF THE CAPE CANAVERAL SPACE FORCE STATION, BUT NOT LOCATED ON THE BORDER WITH KENNEDY SPACE CENTER.*

SLIDE 14 — FALCON 9 LAUNCH VEHICLE

THE FALCON 9 LAUNCH VEHICLE IS COMPRISED OF A FIRST STAGE, AN INTERSTAGE, A SECOND STAGE, AND A PAYLOAD FAIRING (OR A DRAGON CAPSULE), TALLING APPROXIMATELY 229 FEET TALL WITH A DIAMETER OF 12 FEET. THE FALCON 9 IS EQUIPPED WITH 9 MERLIN ENGINES AND IS POWERED BY LIQUID OXYGEN AND ROCKET PROPELLANT-1. THE FIRST STAGE BOOSTER IS EXPECTED TO LAND AT CAPE CANAVERAL SPACE FORCE STATION OR DOWNRANGE IN THE OCEAN ON A DRONESHIP (WHICH MAY ALSO BE REFERRED TO AS A BARGE). THE FIRST STAGE BOOSTER MAY OCCASIONALLY BE EXPENDED IN THE ATLANTIC OCEAN. FAIRINGS ARE RECOVERED FROM THE OCEAN AND REUSED. SPACEX IS NOT PROPOSING CHANGES TO THE EXISTING LAUNCH VEHICLE.*

SLIDE 15 — DOWNRANGE RECOVERY AREA

THE DRAFT EA ANALYZES THE MAXIMUM OF 120 BOOSTER LANDINGS PER YEAR THAT COULD OCCUR DOWNRANGE ON A DRONE SHIP. BEYOND INCREASING IN FREQUENCY, THE MISSION PROFILE FOR BOOSTER DRONE SHIP LANDINGS WOULD NOT CHANGE FROM WHAT WAS PREVIOUSLY ANALYZED IN THE 2020 EA. THESE LANDINGS WOULD OCCUR MORE THAN 5 NAUTICAL MILES FROM THE SHORE IN THE RED, ORANGE, AND YELLOW AREAS SHOWN ON THE MAP. LANDINGS IN TERRITORIAL WATERS OF THE BAHAMAS (THE RED AREA) WOULD BE COORDINATED DIRECTLY WITH THE BAHAMAS AND THE US DEPARTMENT OF STATE AND SUBJECT TO APPROVAL FROM THE BAHAMAS.

SOME MISSIONS MAY REQUIRE EXPENDING THE FIRST STAGE BOOSTER IN THE ATLANTIC OCEAN. IF EXPENDED, THE FIRST STAGE BOOSTER WOULD BREAK UP UPON ATMOSPHERIC REENTRY AND THERE WOULD BE NO RESIDUAL PROPELLANT OR EXPLOSION UPON IMPACT WITH THE ATLANTIC OCEAN AND ALL FIRST STAGE BOOSTER REMNANTS WOULD SINK TO THE BOTTOM OF THE OCEAN. SPACEX ANTICIPATES UP TO 10 MISSIONS WITH EXPENDED BOOSTERS FROM SLC-40 PER YEAR. THE PROPOSED ACTION DOES NOT INCLUDE ALTERING THE DIMENSIONS OF SHIPPING LANES.

SLIDE 16 — PROPOSED OPERATIONS

THE PROPOSED LAUNCH AND LANDING OPERATIONS ANALYZED IN THE DRAFT EA INCLUDE THE FOLLOWING: UP TO 40 ANNUAL STATIC FIRE TESTS LASTING 7 SECONDS PER TEST; UP TO 120 ANNUAL LAUNCHES FROM SLC-40; UP TO 34 ANNUAL LAND LANDINGS AT THE NEW SLC-40 LANDING ZONE, AND UP TO 120 ANNUAL DOWNRANGE LANDINGS. *

SLIDE 17 — PROPOSED LANDING ZONE

SPACEX PROPOSES THE CONSTRUCTION OF A NEW FALCON 9 LANDING ZONE AT SLC-40 WITH A PROPOSED LEASE BOUNDARY OF APPROXIMATELY 10 ACRES, SHOWN ON THIS SLIDE BY THE RED OUTLINE. THE LANDING ZONE WOULD BE MADE UP OF A 280-FOOT DIAMETER CONCRETE PAD (BLACK CIRCLE) SURROUNDED BY A 60-FOOT-WIDE GRAVEL APRON (BROWN RING), WITH A TOTAL LANDING ZONE DIAMETER OF 400 FEET. SPACEX WOULD ALSO CONSTRUCT A NEW NITROGEN GAS LINE (BLACK LINE) FROM THE EXISTING METERING STATION AT SLC-40 TO A FLUIDS BAY AT THE LANDING ZONE. A 30-FOOT-BY-30-FOOT PEDESTAL (PURPLE SQUARE) WOULD BE CONSTRUCTED ADJACENT TO THE LANDING PAD TO SUPPORT POST-LANDING VEHICLE PROCESSING. CRANE STORAGE (BLUE RECTANGLE) IS ALSO PROPOSED ALONG THE EXISTING SLC-40 FENCE LINE.

SPACEX IS PROPOSING TO CONDUCT A MAXIMUM OF 34 FIRST STAGE BOOSTER LAND LANDINGS PER YEAR AT THE NEW SLC-40 LANDING ZONE. SPACEX WOULD CONTINUE TO LAND FIRST-STAGE BOOSTERS LAUNCHED FROM SLC-13 AT LANDING ZONE-1 AND LANDING ZONE-2, WITH A MAXIMUM OF 34 PER YEAR, THROUGH THE END OF SPACEX'S REAL PROPERTY AGREEMENT AT LANDING ZONE-1 AND LANDING ZONE-2 OR WHEN THE NEW SLC-40 LANDING ZONE STARTS OPERATION, WHICHEVER OCCURS FIRST. *

SLIDE 18 — LEAD AND COOPERATING AGENCIES

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

THE FAA REQUESTED THE DEPARTMENT OF THE AIR FORCE AND U.S. COAST GUARD PARTICIPATE AS COOPERATING AGENCIES IN THE NEPA PROCESS DUE TO THEIR

1 PROPOSED ACTIONS IN ADDITION TO THEIR JURISDICTION BY LAW OVER CAPE
2 CANAVERAL SPACE FORCE STATION OR MARITIME ENVIRONMENT. THE FAA REQUESTED
3 THE NATIONAL AERONAUTICS AND SPACE ADMINISTRATION PARTICIPATE AS A
4 COOPERATING AGENCY DUE TO THEIR SPECIAL EXPERTISE.

5 THE DEPARTMENT OF THE AIR FORCE MAY ADOPT THIS EA, RESULTING IN AN ISSUANCE
6 OF A DECISION DOCUMENT, TO SUPPORT THE EXECUTION OF A REAL PROPERTY
7 AGREEMENT BETWEEN THE DEPARTMENT OF THE AIR FORCE AND SPACEX FOR THE
8 NEW LANDING ZONE. IN ORDER TO MEET THE DEPARTMENT OF THE AIR FORCE NEPA
9 REQUIREMENTS FOR ADOPTING THE FAA'S EA AS A COOPERATING AGENCY, THE FAA
10 HAS ALSO POSTED THE DEPARTMENT OF THE AIR FORCE'S DRAFT FONSI FOR PUBLIC
11 COMMENT ON THEIR BEHALF. A COPY OF THE DRAFT FONSI, AS WELL AS INSTRUCTIONS
12 FOR SUBMITTING A COMMENT, CAN BE FOUND ON THE FAA PROJECT WEBSITE. THE
13 LINK PROVIDED TO THE FAA PROJECT WEBSITE IS DISPLAYED ON THIS SLIDE.

14 **SLIDE 19 — IMPACT CATEGORIES ANALYZED IN** 15 **DETAIL**

16 THE DRAFT EA EXAMINES POTENTIAL IMPACTS OF PROPOSED ALTERNATIVES ON THE
17 HUMAN AND NATURAL ENVIRONMENTS. POTENTIAL ENVIRONMENTAL RESOURCES
18 THAT ARE EVALUATED IN THE DRAFT EA INCLUDE THOSE LISTED ON THIS SLIDE. *[PAUSE*
19 *TO ALLOW AUDIENCE TO VIEW THIS LIST]*

20 LATER SLIDES GO INTO DETAIL ON SPECIFIC RESOURCE CATEGORIES OF PARTICULAR
21 PUBLIC INTEREST. *

22 **SLIDE 20 — IMPACT CATEGORIES** 23 **INCORPORATED BY REFERENCE**

24 AGENCIES MAY INCORPORATE BY REFERENCE INFORMATION SUCH AS PREVIOUS
25 ENVIRONMENTAL DOCUMENTS TO CUT DOWN ON BULK, AS LONG AS IT DOESN'T

1 HINDER AGENCY OR PUBLIC REVIEW. THE DRAFT EA INCORPORATES BY REFERENCE
2 FROM THE 2020 EA THE FOLLOWING RESOURCES: DEPARTMENT OF TRANSPORTATION,
3 SECTION 4(F) RESOURCES; HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION
4 PREVENTION; NATURAL RESOURCES AND ENERGY SUPPLY.

5 FAA DETERMINED THAT DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F)
6 IMPACTS AND FINDINGS WOULD BE ESSENTIALLY THE SAME AS WHAT WAS EVALUATED
7 IN THE 2020 EA.

8 HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION IS
9 INCORPORATED BY REFERENCE AS ALL HAZARDOUS MATERIALS AND SOLID WASTES
10 WOULD BE HANDLED IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND
11 LOCAL LAWS AND REGULATIONS. HANDLING AND DISPOSAL WOULD BE CONDUCTED IN
12 ACCORDANCE WITH CAPE CANAVERAL SPACE FORCE STATION ESTABLISHED PLANS AND
13 PROCEDURES.

14 NATURAL RESOURCES AND ENERGY SUPPLY ARE INCORPORATED BY REFERENCE AS THE
15 EXISTING UTILITIES AND WATER SUPPLY ARE ADEQUATE TO SUPPORT PROPOSED
16 FALCON OPERATIONS. THE PROPOSED INCREASE OF FALCON 9 LAUNCH AND LANDING
17 OPERATIONS IS NOT EXPECTED TO INCREASE DEMAND OR USE OF NATURAL RESOURCES
18 AND ENERGY SUPPLY. *

19 **SLIDE 21 — IMPACT CATEGORIES NOT** 20 **ANALYZED IN DETAIL**

21 THE FOLLOWING IMPACT CATEGORIES ARE NOT ANALYZED IN DETAIL IN THE DRAFT EA:
22 FARMLANDS; CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY; AND WILD AND
23 SCENIC RIVERS.

24 FARMLANDS IS NOT ANALYZED IN DETAIL AS NO PRIME, UNIQUE, OR FARMLAND OF
25 STATEWIDE AND LOCAL IMPORTANCE IS PRESENT IN THE AREA. CHILDREN'S
26 ENVIRONMENTAL HEALTH AND SAFETY IS NOT ANALYZED AS THE PROPOSED ACTION

1 INCLUDES ACTIVITIES REGULARLY OCCURRING AT THE CAPE CANAVERAL SPACE FORCE
2 STATION, THUS NO DISPROPORTIONATE HEALTH AND SAFETY RISKS TO CHILDREN
3 WOULD OCCUR. FINALLY, THERE ARE NO WILD AND SCENIC RIVERS LOCATED NEAR THE
4 PROPOSED ACTION, AND THUS IS NOT ANALYZED IN DETAIL. *

5 **SLIDE 22 — BIOLOGICAL RESOURCES IMPACTS**

6 BIOLOGICAL RESOURCES INCLUDE TERRESTRIAL, MARINE, AND ENDANGERED SPECIES
7 ACT (OR ESA)-LISTED SPECIES AND HABITAT. THE ESA ESTABLISHES PROTECTIONS FOR
8 FISH, WILDLIFE, AND PLANTS THAT ARE LISTED AS THREATENED OR ENDANGERED.
9 TAKING INTO ACCOUNT THE NEW INFORMATION RELATED TO THE PROPOSED ACTION,
10 THE FAA HAS DETERMINED THAT THE PROPOSED ACTION WOULD NOT RESULT IN
11 SIGNIFICANT IMPACTS TO TERRESTRIAL AND MARINE WILDLIFE AND HABITAT.

12 THE DEPARTMENT OF THE AIR FORCE IS LEADING FORMAL CONSULTATION WITH THE
13 U.S. FISH AND WILDLIFE SERVICE TO DETERMINE WHETHER THE PROPOSED ACTION
14 MAY AFFECT AND IS LIKELY TO ADVERSELY AFFECT TERRESTRIAL ESA-LISTED SPECIES OR
15 CRITICAL HABITAT. DURING CONSULTATION, THE DEPARTMENT OF THE AIR FORCE HAS
16 SHARED INFORMATION WITH U.S. FISH AND WILDLIFE SERVICE ABOUT THE PROPOSED
17 ACTION AND THE SPECIES OR CRITICAL HABITAT THAT COULD BE AFFECTED.
18 FOLLOWING FORMAL CONSULTATION, A BIOLOGICAL OPINION WOULD BE ISSUED THAT
19 WOULD STATE WHETHER THE FEDERAL AGENCY HAS ENSURED THAT THE ACTION IS
20 NOT LIKELY TO JEOPARDIZE THE CONTINUED EXISTENCE OF A LISTED SPECIES OR RESULT
21 IN THE DESTRUCTION OR ADVERSE MODIFICATION OF CRITICAL HABITAT.

22 THE FAA HAS AN EXISTING PROGRAMMATIC ESA CONSULTATION WITH THE NATIONAL
23 MARINE FISHERIES SERVICE FOR COMMERCIAL SPACE OPERATIONS WITH IMPACTS TO
24 THE MARINE ENVIRONMENT. THE FAA IS COORDINATING WITH THE NATIONAL MARINE
25 FISHERIES SERVICE ON AN UPDATED PROGRAMMATIC CONSULTATION THAT WOULD
26 INCLUDE THE PROPOSED LAUNCH AND BOOSTER DRONE SHIP LANDING INCREASES
27 UNDER THE PROPOSED ACTION. *

SLIDE 23 — NOISE AND NOISE-COMPATIBLE LAND USE

ALTHOUGH THERE ARE POTENTIAL NOISE EFFECTS FROM THE PROPOSED CONSTRUCTION OF THE SLC-40 LANDING ZONE, INCREASED NUMBER OF LAUNCHES AT SLC-40, STATIC FIRE TESTS, BOOSTER LANDINGS AT THE SLC-40 LANDING ZONE, AND INCREASED DOWNRANGE BOOSTER LANDINGS ON A DRONE SHIP, NO SIGNIFICANT NOISE EFFECTS WOULD OCCUR. SIGNIFICANT NOISE EFFECTS WOULD OCCUR IF THE PROPOSED ACTION WOULD INCREASE NOISE BY 1.5 A-WEIGHTED DECIBELS DAY-NIGHT AVERAGE SOUND LEVEL OR MORE FOR A NOISE-SENSITIVE AREA THAT IS EXPOSED TO NOISE AT OR ABOVE THE 65 A-WEIGHTED DECIBELS DAY-NIGHT AVERAGE SOUND LEVEL.

TIME-AVERAGED NOISE FROM THE PROPOSED NUMBER OF STATIC FIRE TESTS AND LAUNCH AND BOOSTER LANDINGS AT SLC-40 IS SHOWN ON THE MAP ON THE SCREEN. NOISE LEVELS WOULD REMAIN BELOW THE FAA SIGNIFICANCE THRESHOLD (YELLOW LINE, 65 DECIBELS DAY-NIGHT AVERAGE SOUND LEVEL) IN AREAS BEYOND THE BOUNDS OF CAPE CANAVERAL SPACE FORCE STATION AND KENNEDY SPACE CENTER.

SLIDE 24 — NOISE AND NOISE-COMPATIBLE LAND USE

SONIC BOOMS GENERATED DURING MOST LAUNCHES WOULD OCCUR OVER THE ATLANTIC OCEAN. SONIC BOOMS GENERATED DURING LAUNCHES WITH A POLAR TRAJECTORY WOULD OCCUR OVER A PORTION OF FLORIDA; HOWEVER, SPACEX IS NOT PROPOSING TO INCREASE THE NUMBER OF THESE LAUNCHES COMPARED TO WHAT WAS PREVIOUSLY ANALYZED IN THE 2020 EA. SONIC BOOMS OVERPRESSURES ASSOCIATED WITH BOOSTER LANDINGS AT THE SLC-40 LZ WOULD STAY BELOW LEVELS ASSOCIATED WITH HEARING DAMAGE OR STRUCTURAL DAMAGE IN AREAS BEYOND THE BOUNDS OF CAPE CANAVERAL SPACE FORCE STATION AND KENNEDY SPACE

1 CENTER. CUMULATIVE SONIC BOOM DAY-NIGHT SOUND LEVELS WOULD STAY BELOW
2 THE FAA'S SIGNIFICANCE THRESHOLDS. *

3 **SLIDE 25 — STAKEHOLDER ENGAGEMENT** 4 **SCHEDULE**

5 THIS SLIDE DISPLAYS THE REMAINING MAJOR MILESTONES OF THE EA SCHEDULE. THE
6 DRAFT EA WAS PUBLISHED ON MARCH 14, 2025 AND THE VIRTUAL PUBLIC MEETING IS
7 BEING HELD ON APRIL 16. THE PUBLIC COMMENT PERIOD WILL CLOSE ON APRIL 24,
8 2025, AFTER WHICH THE FAA WILL EVALUATE AND INCORPORATE COMMENTS INTO
9 THE FINAL EA. THE FAA WILL THEN ISSUE A FONSI/ROD, A MITIGATED FONSI/ROD, OR A
10 NOTICE OF INTENT TO CONTINUE THE ENVIRONMENTAL REVIEW PROCESS AND
11 PREPARE AN ENVIRONMENTAL IMPACT STATEMENT. *

12 **SLIDE 26 — COMMENTS ON THE DRAFT EA**

13 AS PREVIOUSLY DISCUSSED, THERE ARE MULTIPLE WAYS TO SUBMIT COMMENTS ON
14 THE FAA DRAFT EA AND DEPARTMENT OF THE AIR FORCE DRAFT FONSI. COMMENTS
15 MAY BE PROVIDED VERBALLY DURING THIS MEETING TO A COURT REPORTER, ONLINE
16 AT REGULATIONS.GOV UNDER DOCKET ID: FAA-2025-0114 OR, BY MAIL TO MS. EVA
17 LONG, FAA ENVIRONMENTAL SPECIALIST, C/O ICF, 1902 RESTON METRO PLAZA RESTON,
18 VIRGINIA, 20190. THE FAA WILL CONSIDER AND RESPOND IN THE FINAL EA TO ALL
19 SUBSTANTIVE COMMENTS RECEIVED OR POST-MARKED BY NO LATER THAN APRIL 24,
20 2025.

21 YOU MAY ALSO SUBSCRIBE TO THE PROJECT MAILING LIST, VIEW THE FAA DRAFT EA
22 AND THE DEPARTMENT OF THE AIR FORCE'S DRAFT FONSI AT THE PROJECT WEBSITE,
23 LISTED AT THE BOTTOM OF THIS SLIDE. *

SLIDE 27 — PROVIDING PUBLIC COMMENTS

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

THE FAA HAS ALSO POSTED THE DEPARTMENT OF THE AIR FORCE'S DRAFT FONSI FOR REVIEW ON ITS WEBSITE. COMMENTS ON THE DEPARTMENT OF THE AIR FORCE'S DRAFT FONSI ARE WELCOME AND WILL BE FORWARDED TO THE DEPARTMENT OF THE AIR FORCE FOR CONSIDERATION. *

SLIDE 28 — END TITLE SLIDE

THIS CONCLUDES THE VIDEO PRESENTATION. *

[END VIDEO PRESENTATION]

SLIDE 29 — 5 MINUTE BREAK (Speaker: Facilitator)

THE TIME IS XX PM AND WE WILL TAKE A SHORT 5-MINUTE BREAK. WE WILL RESUME PROMPTLY AT XX PM LOCAL EASTERN TIME.

[5 MINUTE BREAK]

THE TIME IS XX PM AND WE WILL NOW BEGIN THE FORMAL PUBLIC COMMENT SESSION. *

SLIDE 30 — ORDER OF PUBLIC COMMENTS

(Speaker: Facilitator)

THANK YOU ALL. WE ARE READY TO GET STARTED WITH THE VERBAL COMMENT SESSION OF TONIGHT'S MEETING.

I WILL CALL ON THE PEOPLE WHO REQUESTED TO MAKE A COMMENT WHEN THEY REGISTERED FIRST. ALL NAMES WILL BE CALLED IN THE ORDER IN WHICH WE RECEIVED YOUR REGISTRATION. AFTER ALL OF THOSE FOLKS HAVE COMMENTED, I WILL ASK IF ANYONE ELSE WOULD LIKE TO MAKE A COMMENT, BUT WE WILL NOT BE TAKING REPEAT SPEAKERS.

WHEN YOUR NAME IS CALLED YOU WOULD THEN USE THE "RAISE YOUR HAND" FEATURE ON THE ZOOM PLATFORM, OR IF YOU ARE CALLING IN FROM A PHONE, YOU WILL TYPE *9. I WILL CALL ON PEOPLE TO COMMENT IN THE ORDER IN WHICH THEY RAISED THEIR HAND.

DURING THE VERBAL COMMENT SESSION, I WILL POST THE NAMES OF THE NEXT FEW SPEAKERS IN THE CHAT, SO YOU CAN SEE WHEN YOUR TURN IS COMING. I WILL THEN READ THE NAME AND ASK THAT YOU PLEASE 'RAISE YOUR HAND' USING THE BUTTON AT THE BOTTOM OF YOUR SCREEN, OR TYPE *9 IF YOU CALLED IN BY TELEPHONE. THAT WILL LET ME KNOW THAT YOU ARE ON THE CALL AND ARE STILL INTERESTED IN PROVIDING A PUBLIC COMMENT. IF YOU ARE ON THE CALL BUT NO LONGER WISH TO PROVIDE A PUBLIC COMMENT, FEEL FREE TO JUST NOT RAISE YOUR HAND AND WE WILL MOVE ON TO THE NEXT SPEAKER.

I WILL CALL THE NAMES OF THE PEOPLE WHO HAVE THEIR HANDS RAISED AND WHEN I CALL YOUR NAME, YOU WILL RECEIVE A POP-UP BOX ON YOUR SCREEN THAT WILL ALLOW YOU TO UNMUTE YOURSELF TO MAKE YOUR COMMENT. SOMETIMES THAT POP-UP BOX GETS HIDDEN IF YOU HAVE SEVERAL OTHER WINDOWS OPEN ON YOUR COMPUTER, SO I WOULD RECOMMEND CLOSING ANY EXTRA OPEN WINDOWS NOW. IF

1 YOU ARE CALLING IN FROM A PHONE, YOU WILL HEAR A PROMPT TO PRESS *6 TO
2 UNMUTE YOUR LINE.*

3 **SLIDE 31 — OPEN FOR PUBLIC COMMENTS**
4 **(Speaker: Facilitator)**

5 A COUPLE OF GROUND RULES FOR US ALL TO FOLLOW DURING THE VERBAL COMMENT
6 SESSION THIS EVENING:

7 PLEASE LIMIT YOUR COMMENTS TO NO MORE THAN 3 MINUTES. I WILL POST A TIMER
8 ON THE SCREEN TO HELP KEEP TRACK OF TIME. AT THE END OF YOUR TIME, I WILL
9 JUMP BACK IN TO ASK YOU TO QUICKLY WRAP UP TO ALLOW OTHERS THE
10 OPPORTUNITY TO COMMENT. IF YOU ARE NOT ABLE TO COMPLETE YOUR COMMENTS
11 WITHIN THE ALLOTTED TIME, YOU MAY STILL SUBMIT THEM IN WRITING BEFORE THE
12 END OF THE COMMENT PERIOD WHICH ENDS ON APRIL 24, 2025.

13 BEFORE MOVING INTO THE VERBAL COMMENT SESSION OF THE MEETING, I'D LIKE TO
14 REITERATE SOME INFORMATION I MENTIONED EARLIER.

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

22 AS PREVIOUSLY DISCUSSED, COMMENTS MAY BE SUBMITTED IN MULTIPLE WAYS:
23 VERBALLY TO THE COURT REPORTER TONIGHT, ONLINE AT REGULATIONS.GOV UNDER
24 DOCKET ID: FAA-2025-0114 OR, BY MAIL. THE FAA WILL CONSIDER IN THE FINAL EA ALL
25 COMMENTS RECEIVED OR POST-MARKED BY NO LATER THAN APRIL 24, 2025.

1 BEFORE INCLUDING YOUR ADDRESS, PHONE NUMBER, E-MAIL ADDRESS, OR OTHER
2 PERSONAL IDENTIFYING INFORMATION IN YOUR COMMENT, BE ADVISED THAT YOUR
3 ENTIRE COMMENT – INCLUDING YOUR PERSONAL IDENTIFYING INFORMATION – MAY
4 BE MADE PUBLICLY AVAILABLE AT ANY TIME. WHILE YOU CAN ASK US IN YOUR
5 COMMENT TO WITHHOLD FROM PUBLIC REVIEW YOUR PERSONAL IDENTIFYING
6 INFORMATION, WE CANNOT GUARANTEE THAT WE WILL BE ABLE TO DO SO.*

7 **SLIDE 32 — TIMER** (Speaker: Facilitator)

8 THE NAMES OF THE FIRST FEW COMMENTERS HAVE BEEN POSTED IN THE CHAT BOX.

9 I WILL NOW READ THE NAMES ALOUD AND ASK THAT YOU PLEASE RAISE YOUR HAND
10 USING THE BUTTON AT THE BOTTOM OF YOUR SCREEN OR PRESS *9 IF YOU DIALED IN
11 BY PHONE. I WILL CALL THE NAMES OF THE PEOPLE WHO HAVE THEIR HANDS RAISED
12 AND YOU WILL RECEIVE THAT POP-UP BOX SO YOU CAN UNMUTE, STATE YOUR NAME
13 AND AFFILIATION, AND MAKE YOUR COMMENT.

14 I APOLOGIZE IN ADVANCE FOR ANY MISPRONUNCIATIONS.

15 OUR FIRST COMMENTER IS_____.

16 THANK YOU,_____.

17 OUR NEXT COMMENTER IS_____...

18 ++++++

19 THOSE ARE ALL OF THE FOLKS WHO PRE-REGISTERED TO MAKE A COMMENT TONIGHT.
20 IF YOU DID NOT PRE-REGISTER, BUT WOULD LIKE TO MAKE A COMMENT, I WOULD ASK
21 THAT YOU PLEASE USE THE RAISE YOUR HAND BUTTON ON YOUR ZOOM PLATFORM OR
22 DIAL *9 IF YOU CALLED IN USING A PHONE. I WILL CALL YOUR NAME IN THE ORDER IN
23 WHICH YOU RAISED YOUR HAND AND YOU WILL RECEIVE A POP-UP BOX ASKING YOU

1 TO UNMUTE. IF YOU ARE DIALED IN BY PHONE, PLEASE USE *6 TO UNMUTE AND RE-
2 MUTE.

3 OUR FIRST COMMENTER IS _____. YOU SHOULD RECEIVE A POP-UP BOX ASKING YOU
4 TO UNMUTE AND YOU CAN MAKE YOUR COMMENT.*

5 ++++++

6 AT THIS POINT, I DO NOT SEE ANY ADDITIONAL HANDS RAISED TO PROVIDE PUBLIC
7 COMMENTS.*

8 **SLIDE 33 — COMMENTS ON THE DRAFT EA**
9 **(Speaker: Facilitator)**

10 AS DISCUSSED PREVIOUSLY, YOU CAN ALSO SUBMIT YOUR COMMENTS
11 ELECTRONICALLY THROUGH WWW.REGULATIONS.GOV USING DOCKET ID: FAA-2025-
12 0114, OR THROUGH THE U.S. MAIL ADDRESSED TO:

13 MS. EVA LONG, FAA ENVIRONMENTAL SPECIALIST, C/O ICF

14 1902 RESTON METRO PLAZA

15 RESTON, VIRGINIA 20190

16 PLEASE MAKE NOTE THAT THE COMMENT PERIOD CLOSSES ON APRIL 24, 2025. YOU MAY
17 ALSO SUBSCRIBE TO THE PROJECT MAILING LIST, VIEW THE FAA DRAFT EA AND THE
18 DEPARTMENT OF THE AIR FORCE'S DRAFT FONSI AT THE PROJECT WEBSITE BY VISITING
19 [HTTPS://WWW.FAA.GOV/SPACE/STAKEHOLDER_ENGAGEMENT/SPACEX_FALCON_SLC](https://www.faa.gov/space/stakeholder_engagement/spacex_falcon_slc)
20 [40 EA](#) *

21 **SLIDE 34 — ENDING TITLE SLIDE**

22 THANK YOU FOR YOUR PARTICIPATION IN TONIGHT'S MEETING. THIS PUBLIC MEETING
23 IS NOW ADJOURNED.