SCRIPT FOR

INCREASED LAUNCH/LANDING OPERATIONS PEIS AT BOCA CHICA LAUNCH SITE AT STARBASE, TX AND EXPANSION OF STARSHIP LANDING AND EXPENDITURE LOCATIONS

-VIRTUAL PUBLIC MEETING-

Note: an ASTERISK (*) indicates slide advancement

Note: Start recording webinar

Blue highlight indicates items facilitator will adjust between meetings.

[SLIDE 1: WELCOME - FACILITATOR]

Good afternoon/evening and thank you for joining us for this virtual public scoping meeting for the Programmatic Environmental Impact Statement or P-E-I-S for Increased Launch Landing Operations at Boca Chica Launch Site at Starbase, Texas and Expansion of Starship Landing and Expenditure Locations.

My name is Jennifer and I will serve as your facilitator this afternoon/evening. *

[SLIDE 2: INTERPRETATION - FACILITATOR]

We are providing Spanish translation for this meeting. You can listen to this meeting in English by remaining in the main audio feed or joining the English audio feed. To do this, click the “Interpretation” globe icon at the bottom of your screen and select English. It is important to note that all participants must select either English or Spanish via the “Interpretation” globe icon at the bottom of your screen to ensure you can hear tonight’s meeting. If you do not see the “Interpretation” globe icon at the bottom of your screen, please click on “More” and then select “Interpretation”. If you would like to listen to the presentation and comments in Spanish, click the “Interpretation” globe icon at the bottom of your screen and select Spanish. If you do not see the globe icon at the bottom of your screen, please click on “More” and then select “Interpretation”. Also, be sure to select “Mute Original Audio” so you only hear the meeting in Spanish.

At this time, I would like to introduce our interpreter Silvia to provide instructions on how to hear the Spanish translation. [Silvia provides instructions in Spanish]

Thank you, Silvia. *

[SLIDE 3: CLOSED CAPTIONING - FACILITATOR]

Please note that we are transcribing tonight's meeting, and you can turn on live captioning if you would like to read the verbal dialogue. To turn on closed captions, click on the cc icon that says "live transcript" at the bottom of your screen, then click "Show subtitles" to view the closed captioning and "Hide subtitles" to turn them off. *

[SLIDE 4: PUBLIC SCOPING MEETING AGENDA - FACILITATOR]

At this time, I would like to go over the agenda we will be following this afternoon/evening. This meeting will be conducted in three parts.

First, we will begin with a few logistics since we are presenting in the virtual setting, followed by a few introductions from the Federal Aviation Administration, or FAA.

Next, we will move into a presentation by the FAA.

After the presentation, we will accept formal public comments.

For any media representatives that have joined this afternoon/evening, please contact the FAA Press Office at Pressoffice@faa.gov. *

[SLIDE 5: ZOOM PLATFORM - FACILITATOR]

I would like to take a minute to review the features that we will be using during our Zoom meeting this afternoon/evening. At any time during the meeting, if you need assistance with the zoom platform, you can use the chat feature located at the bottom of your screen to message the meeting host.

When we get to the video presentation portion of the meeting, the small green box at the top of your screen that appears when the zoom host begins screen sharing may get in the way of the presentation. Please note that you have the ability to click and drag that box to ensure you can see the entirety of the video screen.

Please make note of the phone number for this meeting. The phone number is [meeting specific information to be provided during public meeting]. If you experience difficulty with your internet connection at any point during the meeting, you can call this number to listen to the meeting.

Additionally, individual internet connections and bandwidths vary and may impact your viewing experience. We recommend closing all apps and programs and limiting other streaming or downloads while you are participating in this meeting.

Finally, we are running this meeting using zoom webinar, which mutes all participants and restricts video feeds.

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. *

[SLIDE 6: VIRTUAL PUBLIC SCOPING MEETINGS - FACILITATOR]

As part of the scoping process, multiple virtual public scoping meetings have been scheduled to provide information about the project and gather input from agencies, stakeholders, and the public.

This public meeting is the 1st/2nd/3rd/4th/5th of five virtual public scoping meetings. Another meeting will be held later this evening, from 5:30 – 7:30 PM Central time. Another virtual meeting will be held tomorrow at 5:30 PM Central time. Two additional virtual meetings will be held Thursday, November 19th at 1:00 PM and 5:30 PM Central time.

Although multiple virtual public scoping meetings are being/were conducted, the same content is being/was presented at each meeting. Additionally, all information related to the Proposed Action is available at https://www.faa.gov/space/stakeholder_engagement/spacex_starship. *

[SLIDE 7: HOW TO PROVIDE COMMENTS - FACILITATOR]

The purpose of this public scoping meeting is to provide information on the proposed action and to receive your comments on specific resources and significant issues you would like to see addressed in the PEIS and Section 106 analysis.

Three methods are available to provide your comments.

- Comments may be provided verbally during this meeting to a court reporter.
- Electronic comments will be accepted through the Federal e-rulemaking portal at www.regulations.gov. You can retrieve the docket by searching for **FAA-2026-12808** and following the online instructions for submitting comments.
- Written comments can also be submitted through the U.S. Postal Service to the address shown on the screen – to FAA Environmental Protection Specialist, SpaceX Boca Chica, c/o Kimley-Horn, at 767 Eustis Street, Suite 100, St. Paul, Minnesota 55114.

Comments must be submitted electronically or postmarked using U.S. Postal Service by December 7, 2026, to be considered in the development of the Draft PEIS.

All substantive comments received, regardless of format, will be given full and equal consideration. We will not host a question-and-answer session during this meeting.

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 the FAA in your comment to withhold from public review your personal identifying information, the FAA cannot guarantee that they will be able to do so. *

[SLIDE 8: PRESENTATION AGENDA - FACILITATOR]

The presentation will cover the following topics:

- The National Environmental Policy Act (NEPA).
- The Proposed Action, to include the location of the Proposed Action and details on the launches and landings.
- This presentation will discuss the purpose and need for the Proposed Action.
- The role of the FAA and cooperating agencies will also be discussed.
- Finally, resource areas to be analyzed in the PEIS will be discussed.

- Information will be provided regarding how to submit scoping comments within and outside of this meeting.

At this time, we will now begin the video presentation. *

[SLIDE 9: START OF PRE-RECORDED VIDEO PRESENTATION]

Welcome to the Federal Aviation Administration's, or FAA's virtual public scoping meeting for the Programmatic Environmental Impact Statement, or PEIS, for Increased Launch Landing Operations at Boca Chica Launch Site at Starbase, Texas and Expansion of Starship Landing and Expenditure Locations. *

[SLIDE 10: NEPA]

The National Environmental Policy Act or NEPA requires all Federal agencies to consider the environmental impacts of their proposed actions prior to making decisions. The public is encouraged to participate in the NEPA process.

The Federal Aviation Administration or FAA announced its intent to prepare a PEIS on October 14, 2026 and is the lead agency. Programmatic NEPA documents address the general environmental issues relating to broad decisions, such as those establishing policies, plans, programs, or groups of related actions. Programmatic NEPA documents can also identify best management practices or mitigation measures to avoid environmental impacts on resources. In this way, these documents can effectively frame the scope of any subsequent “tiered” documents supporting project-specific Federal actions. In a tiered document, the NEPA analysis only needs to incorporate the previous programmatic review by reference, discuss the relationship between the new document and previous review, provide access to the document, and concentrate the analysis on project-specific impacts or new information not covered by the earlier programmatic document.

We are within the 52-day public comment period ending December 7, 2026. As you can see from the process chart, we are early in the NEPA process.

After the comment period ends, a Draft Programmatic Environmental Impact Statement or PEIS will be prepared. Your comments will be considered in the resources and alternatives analyzed in the Draft PEIS. A

notice will be published in the Federal Register and newspapers when the Draft PEIS is made available to the public.

Additional public meetings will then be held to obtain input on the analysis presented in the document. After the Draft PEIS comment period, a Final PEIS will be prepared. As part of the Final PEIS, we will respond to your comments and update the text as appropriate.

The Record of Decision, or ROD, is the final stage in the PEIS process. The FAA will issue a ROD that states the decision, any mitigation plans, monitoring requirements, and other items. The ROD completes the environmental review, but it does not guarantee that FAA will issue a license. All safety and other reviews must be completed before FAA can make a license determination. *

[SLIDE 11: PROPOSED ACTION - LOCATION]

The Proposed Action would occur at SpaceX's Boca Chica Launch Site at Starbase near the cities of Brownsville and South Padre Island in Cameron County, Texas. SpaceX is the exclusive user of the Boca Chica Launch Site.*

[SLIDE 12: PROPOSED ACTION]

SpaceX proposes to increase Starship-Super Heavy launch and landing operations at the Boca Chica Launch Site at Starbase, TX. SpaceX is currently licensed for up to 25 annual Starship-Super Heavy orbital launches, up to 25 annual landings of the Starship, up to 25 annual landings of Super Heavy, and vehicle upgrades.

The Proposed Action is structured in two phases.

Phase 1 would include up to 100 launches and up to 200 annual landings (100 of Starship and 100 of Super Heavy). Launches and landings could occur at any day or time of the week.

Phase 2 would include up to 456 launches originating from, and 912 annual landings at, the Boca Chica Launch Site at Starbase, TX. Launches could occur at any time of day, but would only occur Monday through Friday. This phase represents a mature program and would be implemented within several years.

Starship landings at the Boca Chica Launch Site at Starbase, TX could be launched from the Boca Chica Launch Site at Starbase, TX or from other launch sites, and Starships launched from the Boca Chica Launch Site at Starbase, TX could land at other SpaceX launch and landing locations. For purposes of analysis within various resource categories, it is assumed that all landings would occur at Starbase unless noted otherwise in the PEIS. This PEIS does not evaluate potential effects of launches or landings at those other SpaceX launch and landing sites.

The FAA's authority under the Commercial Space Launch Act only extends to licensed launch activities. Additional activities in and around Starbase, such as production and manufacturing, engine, stage, and tank testing that are not within the scope of the license and will occur regardless of whether a license is issued, are not included in this analysis.*

[SLIDE 13: PROPOSED ACTION, CONTINUED]

Launches and landings would require temporarily restricting public access in the vicinity of the Boca Chica Launch Site and securing land and water areas as part of public safety requirements. The PEIS will analyze up to 2,000 hours per year of operational public access restrictions for FAA licensed activities.

During Phase 1, access restrictions for FAA-licensed activity could occur any time of the day on any day of the week. During Phase 2, access restrictions could occur any time of the day on Monday-Friday but are not proposed on weekends.

Currently, up to three nighttime launches with Starship and Super Heavy water landings are allowed. Currently no nighttime Starship or Super Heavy landings are allowed to occur at the Boca Chica launch site. Although launches and landings could occur at any time of day in the Proposed Action, for the purposes of the PEIS analysis, it is assumed that half of the launches and landings would occur during the day (7 a.m. to 10 p.m.) and half would occur at night (10 p.m. to 7 a.m.).

This action will be compared to a "No Action Alternative" where the FAA would not approve the increase in the launch and landing frequency. *

[SLIDE 14: AIRSPACE INTEGRATION]

FAA manages the safe and efficient integration of space launches and re-entries into the U.S. National Airspace System through coordinated planning, real-time monitoring, and stakeholder collaboration.

This PEIS will evaluate Starship-Super Heavy launches, Super Heavy booster reentries, and Starship reentries at Boca Chica Launch Site. Flight trajectories vary based on mission specifics, such as desired payload orbit.

Starship-Super Heavy launches and Super Heavy booster reentries are proposed to occur in airspace extending eastward and southward from the Boca Chica launch site over portions of the Gulf of America, Caribbean Sea, Mexico, Central America, and southeast United States.

Starship reentries to the Boca Chica launch site are proposed to occur in airspace extending northward, westward and southward from the launch site over portions of the Pacific Ocean, western United States, Canada, Mexico, Central America, and Gulf of America.

Starship landings at the Boca Chica Launch Site could be associated with launches from Boca Chica or from another authorized Starship-Super Heavy launch site.

FAA's evaluation of SpaceX's proposal ensures that launch and reentry operations are conducted safely.

Starship-Super Heavy launches and Super Heavy booster reentries would affect air routes extending eastward and southward from the launch site over portions of the Gulf of America, Caribbean Sea, Mexico, Central America, and Florida.

Starship reentries would affect air routes extending westward and southward from Starbase over portions of the Pacific Ocean, United States, Canada, Mexico, Central America, and Gulf of America.

Notional azimuth and Aircraft Hazard Area information describes the range of azimuths that may be used for launches or reentries and does not represent an exact hazard area for any specific launch or reentry. The notional information has not been through safety review as a part of FAA licensing and all launch and reentry flight paths would need to complete that process in order to be approved for future licensed operations.*

[SLIDE 15: LANDING AND EXPENDITURE AREAS]

Depending on the operational phase of the program, for landings at sea, both Starship and Super Heavy could have: a hard landing at terminal velocity and break up on impact resulting in an explosive event at the surface of the water; a soft water landing and tip over and sink or explode on impact at the surface of the water; or breakup during reentry resulting in debris falling into the ocean. Super Heavy landings in the Gulf of America would occur a few minutes after launch and would result in a sonic boom. SpaceX anticipates up to 25 Super Heavy boosters could be expended annually.

Starship landings in the broad open ocean would not be located closer than 200 nautical miles to shore, outside of the U.S., would not be located in a National Marine Sanctuary, U.S. Marine Protected Area, or National Wildlife Refuge, and would not occur within the Hawaiian Exclusive Economic Zone. Landing areas in the Indian Ocean are the same as in prior NEPA documents. No more than 25 Starships would be disposed of in the Gulf of America, broad open ocean, or expended annually.*

[SLIDE 16: PURPOSE AND NEED]

The purpose of Starship-Super Heavy is to provide greater mission capability to SpaceX and its customers, including the U.S. Government; promote a robust and competitive national space industry; and make space access more affordable.

This is driven by the increasing demand for launch services over the past 20 years, with the space industry's growth projections indicating continued growth into the foreseeable future.

Providing a reusable vehicle that returns to its launch site reduces launch costs and enables cost-effective delivery of cargo and people to the Moon and Mars. *

[SLIDE 17: ROLE OF THE FAA]

Issuance of a license or permit, including renewals and modifications, by the FAA is considered a major Federal action under NEPA. Thus, FAA is analyzing the environmental impacts of the proposed modification of SpaceX's

existing vehicle operator license for Starship-Super Heavy commercial operations at Boca Chica, as well as temporary closure of associated airspace.

FAA's license determination process includes several aspects, which includes a policy, location, safety, and environmental review. This PEIS would fulfill the environmental review portion of the license evaluation and determination. Successful completion of the environmental review does not guarantee that the FAA will issue a license. *

[SLIDE 18: FAA LICENSING PROCESS]

This graphic provides a flow chart of the various aspects of the licensing process, from initial discussions with FAA, acceptance of a vehicle operator's application, and the determination process.

Once issued, a launch vehicle operator license can be valid for a period of up to five years, after which it must be renewed.

The completion of the environmental review process, or the NEPA process, does not guarantee that the FAA will issue a license modification to SpaceX. Once the FAA does make a licensing determination, SpaceX may be required to meet additional monitoring and safety inspection requirements. *

[SLIDE 19: COOPERATING AGENCIES]

This PEIS has several cooperating agencies that have special expertise that FAA will use in preparation of the PEIS. These agencies include National Aeronautics and Space Administration or NASA, U.S. Coast Guard, U.S. Fish and Wildlife Service, and National Park Service.

- NASA has special expertise concerning environmental impacts associated with rocket launch operations.
- The National Park Service provides special expertise due to the proximity of the proposed project area to the Palmito Ranch Battlefield National Historic Landmark (NHL) and other historic properties.
- The Coast Guard has jurisdictional authority over safety and security matters in the maritime domain, and responsibility to provide offshore support, including search and rescue response actions and safety and security zone notifications, during launch and recovery operations.

- The U.S. Fish and Wildlife Service manages the Lower Rio Grande National Wildlife Refuge- Boca Chica Unit and the Loma Ecological Preserve and will review and evaluate impacts considering its primary responsibility for conservation and management of fish, wildlife, plants, and associated habitats. *

[SLIDE 20: RESOURCE AREAS TO BE ANALYZED IN THE PEIS]

Analysis of potential impacts associated with the Proposed Action is in the preliminary stages, and the extent of effects to the human and natural environment has not yet been determined. The potential environmental impacts of proposed operational activities, including launch and landing, will be analyzed in the PEIS.

- Aviation emissions and air quality
- Biological resources, including fish, wildlife, and plants
- Coastal resources
- Department of Transportation Act, Section 4(f) properties which are significant publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.
- Properties protected by Section 6(f) of the Land and Water Conservation Fund Act
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archaeological, and cultural resources
- Land use
- Natural resources and energy supply
- Noise and noise-compatible land use
- Socioeconomics and children's environmental health and safety risks
- Visual effects
- Water resources, including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers

The FAA is initiating consultation with the following agencies:

- The United States Fish and Wildlife Service under Section 7 of the Endangered Species Act,
- The National Marine Fisheries Service under Magnuson–Stevens Fishery Conservation and Management Act and the Marine Mammal Protection Act for impacts to essential fish habitat and protected species,
- The Texas Historic Commission under Section 106 of the National Historic Preservation Act for impacts to historic and tribal resources. The public can submit comments on the Section 106 analysis during this NEPA scoping period and the comment period after the release of the Draft PEIS.
- And officials with jurisdiction over properties protected by Section 4(f) of the USDOT Act. *

[SLIDE 21: NOISE BASICS]

Potential impacts associated with noise from launch and landing activities on the human and natural environment will be analyzed in the PEIS. Noise is considered unwanted, extraneous, or annoying sound that interferes with or disrupts normal human activities. The response of different individuals to similar noise events is influenced by the type of noise, perceived importance of the noise, its appropriateness in the setting, time of day, type of activity during which the noise occurs, and sensitivity of the individual. The perception and evaluation of sound involves three basic physical characteristics:

- Duration – the length of time the sound can be detected
- Magnitude – the acoustic energy, which is expressed in terms of sound pressure, in decibels (dB)
- Frequency – the number of cycles per second the air vibrates, in hertz

Noise analysis within the PEIS will consider human annoyance, damage to structures from vibration and sonic booms, effects to land use compatibility, and hearing conservation. Noise impacts to ecological resources will also be analyzed.

This concludes the video presentation. *

[END OF PRE-RECORDED VIDEO PRESENTATION]

[SLIDE 22: HOW TO PROVIDE COMMENTS - FACILITATOR]

That concludes the presentation. The FAA appreciates your participation. We appreciate the opportunity to share the proposed action and the NEPA scoping process with you. As previously discussed, comments may be submitted in multiple ways: verbally to a court reporter during this virtual meeting, online at regulations.gov under docket ID: FAA-2026-12808, or by mail. The FAA will consider in the draft PEIS all comments received or post-marked by no later than December 7, 2026.

FAA is seeking comments from federal, state, and local agencies, tribes, and the public to develop the draft PEIS. Comments must be submitted electronically or postmarked using U.S. Postal Service by December 7, 2026, to be considered in the development of the Draft PEIS. All comments received, regardless of format or submission date, will be given full and equal consideration.

You may also subscribe to the project mailing list by emailing project email address displayed on this slide.*

[SLIDE 23: ORDER OF PUBLIC COMMENTS - FACILITATOR]

Thank you all. We are ready to get started with the verbal comment session of this afternoon's/evening's meeting.

First, I will call on the people who requested to make a comment when they registered. 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 will 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 raise their hands.

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 recommend closing any extra open windows now. If you are calling in from a phone, you will hear a prompt to press *6 to unmute your line. *

[SLIDE 24: OPEN FOR PUBLIC COMMENT - FACILITATOR]

A couple of ground rules for us all to follow during the verbal comment session this evening:

Please limit your comments to no more than 3 minutes. I will post a timer on the screen to help keep track of time. When you are called upon, please state and spell your name for the record. At the end of your time, I will jump back in to ask you to quickly wrap up to allow others the opportunity to comment. If you are not able to complete your comments within the allotted time, you may still submit them in writing before the end of the comment period on December 7, 2026. *

[SLIDE 25: UNMUTING YOUR LINE - FACILITATOR]

This slide provides some best practices for providing verbal comments in a virtual meeting. For Zoom participants, when called upon, you will receive a pop-up notification on your computer noting that the facilitator is asking you to unmute. Please click unmute to turn on your microphone.

For call-in participants, your line is automatically muted until you are called upon. When your name is called, you will hear an audio prompt on your phone to press star 6 to unmute your line.

Finally, please ensure your microphone, speakers, or headphones are connected, unmuted, and set as the correct input/output in Zoom's audio settings. *

[SLIDE 26: TIMER - FACILITATOR]

The names of the first few commenters have been posted in the chat box.

I will now read the names aloud and ask that you please raise your hand using the button at the bottom of your screen or press *9 if you dialed in by phone. I will call the names of the people who have their hands raised and you will receive that pop-up box so you can unmute, state and spell your name and affiliation, and make your comment.

I apologize in advance for any mispronunciation.

Our first commenter is_____.

Thank you, _____.

Our next commenter is_____...

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Those are all of the folks who pre-registered to make a comment this afternoon/evening. If you did not pre-register, but would like to make a comment, I would ask that you please use the 'raise hand' button on your Zoom platform or dial *9 if you called in using a phone. I will call your name in the order in which you raise your hand and you will receive a pop-up box asking you to unmute. If you are dialed in by phone, please use *6 to unmute and re-mute. Please note, we will not be taking repeat speakers.

Our first commenter is_____. You should receive a pop-up box asking you to unmute and you can make your comment. *

[SLIDE 27: HOW TO PROVIDE COMMENTS - FACILITATOR]

As discussed previously, you can also submit your comments electronically through www.regulations.gov. You can retrieve the docket by searching for **FAA-2026-12808** and following the online instructions for submitting comments. Written comments can also be submitted through the U.S. Postal Service to the address shown on the screen – to FAA Environmental Protection Specialist, SpaceX Boca Chica, c/o Kimley-Horn, at 767 Eustis Street, Suite 100, St. Paul, Minnesota 55114.

Comments must be submitted electronically or postmarked using U.S. Postal Service by December 7, 2026, to be considered in the development of the Draft PEIS.

All substantive comments received, regardless of format, will be given full and equal consideration. *

[SLIDE 28: ENDING SLIDE - FACILITATOR]

Thank you for your participation in today's/tonight's meeting. This public meeting is now adjourned.