SCRIPT FOR

THE ENVIRONMENTAL IMPACT STATEMENT FOR THE SPACEX STARSHIP-SUPER HEAVY LAUNCH VEHICLE AT LAUNCH COMPLEX 39A AT THE KENNEDY SPACE CENTER, MERRITT ISLAND, FLORIDA

– IN-PERSON PUBLIC MEETING –

NOTE: AN ASTERISK (*) INDICATES SLIDE ADVANCEMENT

BLUE HIGHLIGHT INDICATES ITEMS FACILITATOR WILL ADJUST BETWEEN MEETINGS.

SLIDE 1 — TITLE SLIDE (Speaker: Facilitator)

FACILITATOR WILL CALL THE MEETING TO ORDER

GOOD AFTERNOON/EVENING AND THANK YOU FOR JOINING US FOR THIS PUBLIC MEETING FOR THE ENVIRONMENTAL IMPACT STATEMENT OR EIS FOR THE SPACEX STARSHIP-SUPER HEAVY LAUNCH VEHICLE AT LAUNCH COMPLEX 39A AT THE KENNEDY SPACE CENTER IN MERRITT ISLAND, FLORIDA.

MY NAME IS JENNIFER AND 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.

THANK YOU!*

SLIDE 2 — MEETING AGENDA (Speaker: 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 START WITH A FEW INTRODUCTIONS.

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

AFTER THE PRE-RECORDED PRESENTATION, WE WILL CONCLUDE WITH AN OPEN HOUSE WHERE YOU WILL BE INVITED TO JOIN FAA STAFF AT THE DISPLAY BOARDS TO ASK CLARIFYING QUESTIONS. YOU MAY ALSO PROVIDE YOUR VERBAL COMMENTS WITH A COURT REPORTER. [POINT TO AREA] ADDITIONALLY, YOU CAN SUBMIT WRITTEN COMMENTS AT THE COMMENT TABLE. * [POINT TO TABLES]

SLIDE 3 — INTRODUCTIONS (Speaker: Facilitator)

AT THIS TIME, I WOULD LIKE TO INTRODUCE THE SIX FAA REPRESENTATIVES WHO WILL BE PARTICIPATING IN THIS AFTERNOON'S/EVENING'S MEETING.

FIRST, I'D LIKE TO INTRODUCE STACEY ZEE, MANAGER IN THE OPERATIONS SUPPORT BRANCH IN THE OFFICE OF COMMERCIAL SPACE TRANSPORTATION OF THE FEDERAL AVIATION ADMINISTRATION (FAA). [STACEY STANDS AND WAVES]

NEXT, I WOULD LIKE TO INTRODUCE EVA LONG, AMY HANSON, CHELSEA CLARKSON, AND NICHOLAS BAKER, ENVIRONMENTAL PROTECTION SPECIALISTS IN THE OPERATIONS SUPPORT BRANCH IN THE OFFICE OF COMMERCIAL SPACE TRANSPORTATION OF THE FEDERAL AVIATION ADMINISTRATION (FAA). FINALLY, I WOULD LIKE TO INTRODUCE TYRONE CONNER, POLICY ANALYST IN THE OPERATIONS SUPPORT BRANCH IN THE OFFICE OF COMMERCIAL SPACE TRANSPORTATION OF THE FAA. [EVA, AMY, CHELSEA, NICK, AND TYRONE STAND AND WAVE]

SLIDE 4 — MEDIA CONTACT (Speaker: Facilitator)

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

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

THIS PUBLIC MEETING IS THE $1^{ST}/2^{ND}/3^{RD}/4^{TH}$ OF FOUR IN-PERSON PUBLIC MEETINGS. ANOTHER MEETING WILL BE HELD LATER THIS EVENING, FROM 6:00-8:00 PM. TWO ADDITIONAL IN PERSON MEETINGS WILL BE HELD THURSDAY, AUGUST 28TH AT THE RADISSON CONFERNCE CENTER AT 1:00 AND 6:00 PM. ADDITIONALLY, THE FAA WILL HOLD ONE VIRTUAL MEETING ON SEPTEMBER 3, 2025, FROM 6:00 TO 8:00 PM EASTERN TIME USING ZOOM WEBINAR.

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

ALTHOUGH MULTIPLE PUBLIC MEETINGS ARE BEING/WERE CONDUCTED, THE SAME CONTENT IS BEING/WAS PRESENTED AT EACH MEETING. ADDITIONALLY, ALL INFORMATION RELATED TO THE EIS IS AVAILABLE AT [*FACILITATOR SPELLS OUT WEB ADDRESS]*

HTTPS://WWW.FAA.GOV/SPACE/STAKEHOLDER_ENGAGEMENT/SPACEX_STARSHIP_KSC *

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

THIS MEETING IS INTENDED TO PROVIDE THE PUBLIC WITH AN OPPORTUNITY TO BECOMER FAMILIAR WITH THE PROPOSED PROJECT AND SUBMIT COMMENTS. THESE

COMMENTS WILL BE PART OF THE OFFICIAL RECORD AND A SUMMARY WILL BE INCLUDED IN THE FINAL EIS.

YOU CAN SUBMIT COMMENTS IN FOUR WAYS. FIRST, YOU CAN PROVIDE VERBAL COMMENTS DURING THE MEETING TODAY/TONIGHT, WHICH WILL BE RECORDED BY A COURT REPORTER. SECOND, YOU CAN VISIT REGULATIONS.GOV AND SEARCH FOR DOCKET ID: FAA-2024-1395 TO SUBMIT COMMENTS DIRECTLY ONLINE. THIRD, YOU CAN MAIL WRITTEN COMMENTS TO: MS. EVA LONG, FAA ENVIRONMENTAL PROTECTION SPECIALIST, C/O LEIDOS, 2877 GUARDIAN LANE, VIRGINIA BEACH, VIRGINIA 23452. FINALLY, YOU MAY SUBMIT YOUR WRITTEN COMMENTS ON THE PROVIDED COMMENT FORMS THIS AFTERNOON/EVENING. [*POINT TO COMMENT TABLE*]

YOU ONLY NEED TO SUBMIT COMMENTS ONCE. THE FAA WILL RESPOND IN THE FINAL EIS TO ALL SUBSTANTIVE COMMENTS POST-MARKED OR RECEIVED BY NO LATER THAN SEPTEMBER 22, 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.

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

[*DIM LIGHTS*]

[BEGIN VIDEO PRESENTATION]

SLIDE 7 — FAA PRESENTATION

WELCOME TO THE FEDERAL AVIATION ADMINISTRATION'S, OR FAA'S, PUBLIC MEETING FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT OR EIS FOR THE SPACEX STARSHIP-SUPER HEAVY LAUNCH VEHICLE AT LAUNCH COMPLEX 39A OR LC-39A AT KENNEDY SPACE CENTER, KNOWN AS KSC IN MERRITT ISLAND, FLORIDA, ALSO KNOWN

AS THE DRAFT EIS. THIS VIDEO WILL PROVIDE AN OVERVIEW OF THE PROPOSED PROJECT. *

SLIDE 8— WHY ARE WE HERE?

THE FAA IS EVALUATING SPACE EXPLORATION TECHNOLOGIES CORPORATION'S, OR SPACEX'S, PROPOSED OPERATION OF THE STARSHIP-SUPER HEAVY LAUNCH VEHICLE AT LC-39A AT KSC IN MERRITT ISLAND, FLORIDA.

FOR OPERATIONS AT LC-39A, SPACEX MUST OBTAIN A NEW LICENSE OR MODIFICATION OF THEIR EXISITING VEHICLE OPERATOR LICENSE FROM THE FAA FOR STARSHIP-SUPER HEAVY LAUNCH AND LANDING OPERATIONS. THE PROPOSED PROJECT ALSO INCLUDES UP TO 44 STARSHIP SUPER HEAVY LAUNCHES PER YEAR, UP TO 44 SUPER HEAVY LANDINGS PER YEAR, TO INCLUDE LANDINGS AT LC-39A, LANDING ON A DRONESHIP IN THE ATLANTIC OCEAN, OR EXPENDING IN THE ATLANTIC OCEAN. UP TO 44 STARSHIP LANDINGS PER YEAR, TO INCLUDE LANDINGS AT LC-39A, LANDING ON A DRONESHIP IN THE ATLANTIC OCEAN, OR SOFT-WATER OR HARD-WATER LANDING WITH EXPENDING OR RECOVERY IN THE ATLANTIC OCEAN, PACIFIC OCEAN, OR INDIAN OCEAN, AND CONSTRUCTION OF LAUNCH, LANDING, AND OTHER ASSOCIATED INFRASTRUCTURE AT AND IN PROXIMITY TO LC-39A.

THE FAA WOULD NEED TO AUTHORIZE ADDITIONAL TEMPORARY AIRSPACE CLOSURES TO ACCOMMODATE LAUNCH AND REENTRY OPERATIONS AT LC-39A.

THEREFORE, THE FAA HAS ANALYZED THE POTENTIAL ENVIRONMENTAL IMPACTS OF THESE PROPOSED OPERATIONS IN THE DRAFT EIS.

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

SLIDE 9 — NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

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

THE ANALYSIS OF ENVIRONMENTAL CONSEQUENCES CAN BE PRESENTED IN AN EIS. AN EIS IS A DOCUMENT USED TO DESCRIBE THE ANTICIPATED ENVIRONMENTAL IMPACTS OF AN ACTION AND DETERMINE WHETHER THE ACTION HAS THE POTENTIAL TO SIGNIFICANTLY AFFECT THE HUMAN ENVIRONMENT.

THE NEPA PROCESS CONCLUDES WHEN THE FAA PUBLISHES A RECORD OF DECISION, OR ROD. *

SLIDE 10 — PROJECT HISTORY

LC-39A AT KSC WAS PREVIOUSLY SITED FOR STARSHIP-SUPER HEAVY ACTIVITIES THROUGH NASA'S FINAL ENVIRONMENTAL ASSESSMENT OR EA FOR THE SPACEX STARSHIP AND SUPER HEAVY LAUNCH VEHICLE AT KSC WHICH RESULTED IN A FINDING OF NO SIGNIFICANT IMPACT OR FONSI.

THE 2019 NASA EA WAS NOT ADOPTED BY THE FAA BECAUSE SPACEX DID NOT APPLY TO THE FAA FOR A COMMERCIAL LAUNCH VEHICLE OPERATOR LICENSE AT THAT TIME AND FAA HAD NO FEDERAL ACTION TO CONSIDER.

IN ACCORDANCE WITH THE 2019 NASA EA, SPACEX HAS UNDERTAKEN INFRASTRUCTURE IMPROVEMENTS AT LC-39A. THE STARSHIP-SUPER HEAVY CONCEPT OF OPERATIONS HAS BEEN UPDATED AND IS EVALUATED IN THIS EIS. *

SLIDE 11 — PURPOSE AND NEED

THE PURPOSE OF STARSHIP-SUPER HEAVY AT LC-39A IS TO PROVIDE GREATER MISSION CAPABILITY TO NASA AND OTHER SPACEX CUSTOMERS. SPACEX'S ACTIVITIES WOULD CONTINUE TO FULFILL THE UNITED STATES' EXPECTATION THAT INCREASED CAPABILITIES AND REDUCED SPACE TRANSPORTATION COSTS WILL ENHANCE EXPLORATION AND SUPPORT U.S. LEADERSHIP IN SPACE.

STARSHIP-SUPER HEAVY AT LC-39A IS NEEDED TO SATISFY GOVERNMENT AND PUBLIC INTERESTS AND REDUCE OPERATIONAL COSTS.*

SLIDE 12 — FAA LICENSING PROCESS FOR VEHICLE OPERATORS

THE FIGURE ON THIS SLIDE PROVIDES AN OVERVIEW OF THE FAA'S LICENSING PROCESS FOR VEHICLE OPERATORS. THE ILLUSTRATION SHOWCASES THE DIFFERENT REVIEWS THAT OCCUR DURING EACH PHASE OF THE LICENSING PROCESS. THE ISSUANCE OR MODIFICATION OF A LICENSE, INCLUDING RENEWALS, BY THE FAA IS CONSIDERED A MAJOR FEDERAL ACTION UNDER NEPA. THUS, THE FAA IS ANALYZING THE ENVIRONMENTAL IMPACTS OF THE PROPOSED ISSUANCE OF A COMMERCIAL LAUNCH VEHICLE OPERATOR LICENSE FOR SPACEX STARSHIP-SUPER HEAVY AT LC-39A AT KSC IN MERRITT ISLAND, FLORIDA, AS WELL AS TEMPORARY CLOSURE OF ASSOCIATED AIRSPACE IN AN EIS.

THE FAA'S LICENSE DETERMINATION PROCESS INVOLVES SEVERAL ASPECTS, WHICH INCLUDE POLICY, LOCATION, SAFETY, PAYLOAD, AND ENVIRONMENTAL REVIEW. THIS

EIS WOULD FULFILL THE ENVIRONMENTAL REVIEW PORTION OF THE LICENSE EVALUATION AND DETERMINATION.

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

SLIDE 13 — PROJECT LOCATION AND SITE OVERVIEW

THE PROPOSED ACTION WOULD TAKE PLACE AT THE NASA-OWNED, SPACEX LEASED LAUNCH SITE LOCATED ON NORTHERN KSC PROPERTY, APPROXIMATELY THREE MILES EAST OF NASA'S VEHICLE ASSEMBLY BUILDING PICTURED ON THE LEFT OF THIS SLIDE.

LC-39A CURRENTLY SUPPORTS FALCON 9 AND FALCON HEAVY LAUNCHES. FOLLOWING COMPLETION OF THE 2019 NASA EA, SPACEX BEGAN DEVELOPING A SITE WITHIN THE PERIMETER OF LC-39A FOR STARSHIP-SUPER HEAVY LAUNCH OPERATIONS INTENDED FOR FUTURE STARSHIP-SUPER HEAVY MISSIONS. SPACEX WOULD CONTINUE TO LAUNCH FALCON MISSIONS AT LC-39A WHILE STARSHIP-SUPER HEAVY IS OPERATIONAL. *

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. THE FULLY INTEGRATED STARSHIP-SUPER HEAVY 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 MULTIPLE MISSIONS AND EXPECTED TO HAVE

MINIMAL POST-FLIGHT REFURBISHMENT REQUIREMENTS, WITH ANY POTENTIAL REFURBISHMENT ACTIONS TAKING PLACE AT SPACEX FACILITIES AT KSC.

STARSHIP IS EQUIPPED WITH 9 RAPTOR ENGINES AND SUPER HEAVY IS EQUIPPED WITH UP TO 35. THE RAPTOR ENGINES ARE POWERED BY LIQUID OXYGEN OR (LOX) AND LIQUID METHANE. THE BELOW TABLE PROVIDES SPECIFICATIONS OF THE VEHICLE AS ANALYZED IN THE DRAFT EIS. *

SLIDE 15 — PROPOSED OPERATIONS

THE DISPLAYED TABLE PROVIDES SPECIFICATIONS OF THE PROPOSED STARSHIP AND SUPER HEAVY STATIC FIRE ENGINE TESTS.

DURING A STATIC FIRE ENGINE TEST, THE VEHICLE ENGINES ARE IGNITED FOR A SHORT DURATION OF UP TO 15 SECONDS, GENERATING A HEAT PLUME, AND THEN SHUT DOWN. THE GOAL OF A STATIC FIRE ENGINE TEST IS TO VERIFY ENGINE CONTROL AND PERFORMANCE.

UNDER THE PROPOSED ACTION ANALYZED IN THE DRAFT EIS, SPACEX WOULD CONDUCT ONE STATIC FIRE ENGINE TEST PER LAUNCH; 44 TOTAL STATIC FIRE TESTS PER STAGE FOR A TOTAL OF 88 PER YEAR. STATIC FIRE ENGINE TESTS WOULD BE CONDUCTED DURING THE DAYTIME. DAYTIME REFERS TO THE HOURS OF 7:00 AM TO 10:00 PM. *

SLIDE 16 — PROPOSED OPERATIONS CONT.

THE TABLE ON THIS SLIDE PROVIDES SPECIFICATIONS OF THE PROPOSED STARSHIP AND SUPER HEAVY LAUNCHES AND LANDINGS.

STARSHIP-SUPER HEAVY WOULD LAUNCH FROM LC-39A UP TO 44 TIMES PER YEAR. LAUNCHES COULD OCCUR AT ANY TIME OF DAY OR NIGHT. FOR PURPOSES OF ANALYSIS, IT WAS ASSUMED THAT 22 LAUNCHES WOULD OCCUR DURING THE DAY AND 22 LAUNCHES WOULD OCCUR AT NIGHT.

EACH STARSHIP-SUPER HEAVY ORBITAL LAUNCH WOULD INCLUDE SEPARATELY LANDING STARSHIP AND SUPER HEAVY AT LC-39A. SUPER HEAVY COULD ALSO LAND ON A DRONESHIP OR BE EXPENDED IN THE ATLANTIC OCEAN WHILE STARSHIP COULD ALSO LAND ON A DRONESHIP IN THE ATLANTIC OR BE EXPENDED IN THE ATLANTIC, PACIFIC, OR INDIAN OCEAN. FOR PURPOSES OF ANALYSIS, IT WAS ASSUMED THAT 22 LANDINGS WOULD OCCUR DURING THE DAY AND 22 LANDINGS WOULD OCCUR AT NIGHT FOR EACH STAGE OF THE STARSHIP-SUPER HEAVY VEHICLE. *

SLIDE 17 — PROPOSED LAUNCH OPERATIONS

DURING A LAUNCH, ENGINE IGNITION WOULD GENERATE A HEAT PLUME THAT WOULD DISSAPATE WITHIN MINUTES. A FLAME DIVERTER OR SIMILAR INFRASTRUCTURE WOULD REDUCE POTENTIAL EFFECTS OF THE PLUME, AND DELUGE WATER WOULD BE RELEASED TO COOL THE LAUNCH MOUNT AND DIVERTER AS THE LAUNCH OCCURS. LAUNCHES WOULD RESULT IN NOISE AND VIBRATION, AND NIGHTTIME LAUNCHES WOULD REQUIRE LIGHTING. *

SLIDE 18 — PROPOSED OPERATIONS-SECURITY AREAS

IN ORDER TO ESTABLISH A SAFE AND SECURE ENVIRONMENT FOR STATIC FIRE TESTS, LAUNCHES, AND LANDINGS, SPACEX, NASA, AND THE FAA, IN COLLABORATION WITH OTHER FEDERAL, STATE, AND LOCAL AGENCIES, WILL IMPLEMENT SECURITY PROCEDURES SUCH AS TRAFFIC CHECKPOINTS, ACCESS CONTROL CHECKPOINTS, MARITIME CLOSURES, AIRSPACE CLOSURES, AND OTHER SECURITY SWEEPS. *

SLIDE 19 — PROPOSED LANDING OPERATIONS

DURING FLIGHT, SUPER HEAVY WOULD SEPARATE FROM STARSHIP AND PERFORM A CONTROLLED DESCENT TO THE TOWER AT LC-39A TO BE CAUGHT WITH THE TOWER'S ARMS. ONCE NEAR THE LANDING LOCATION, SUPER HEAVY WOULD IGNITE ITS ENGINES

TO CONDUCT A CONTROLLED LANDING. AS SUPER HEAVY SLOWS DOWN DURING ITS LANDING APPROACH, A SONIC BOOM WOULD BE GENERATED. SUPER HEAVY COULD ALSO LAND ON A DRONESHIP IN THE ATLANTIC OCEAN.

SPACEX INTENDS SUPER HEAVY TO BE FULLY REUSABLE AND RETURN TO LC-39A FOLLOWING OPERATIONAL FLIGHTS. HOWEVER, VEHICLES THAT WILL NOT BE REUSED WOULD BE EXPENDED IN THE ATLANTIC OCEAN. *

SLIDE 20 — PROPOSED LANDING OPERATIONS

STARSHIP WOULD LAND AT LC-39A OR ON A DRONESHIP IN THE ATLANTIC OCEAN. STARSHIP WOULD PERFORM A CONTROLLED DESCENT TO ITS LANDING LOCATION. AS STARSHIP SLOWS DOWN DURING ITS LANDING APPROACH, A SONIC BOOM WOULD BE GENERATED.

EARLY PROGRAM LAUNCHES COULD REQUIRE EXPENDING STARSHIP IN THE BROAD OPEN OCEAN AS DEPICTED IN THE IMAGES ON THIS SLIDE. *

SLIDE 21— LEAD AND COOPERATING AGENCIES

THE FAA IS THE LEAD FEDERAL AGENCY FOR THIS EIS AND 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 DRAFT EIS INCLUDE NASA, THE DEPARTMENT OF THE AIR FORCE, U.S. COAST GUARD, U.S. FISH AND WILDLIFE SERVICE MERRITT ISLAND NATIONAL WILDLIFE REFUGE, AND NATIONAL PARK SERVICE CANAVERAL NATIONAL SEASHORE. *

SLIDE 22 — NOISE: BASICS

THE PERCEPTION AND EVALUATION OF SOUND INVOLVES THREE BASIC PHYSICAL CHARACTERISTICS: DURATION, MAGNITUDE, AND FREQUENCY. THE STUDY AREA FOR NOISE INCLUDES THE AREA WITH THE POTENTIAL TO BE AFFECTED BY NOISE FROM THE PROPOSED ACTION.

A PERSON'S RESPONSE TO NOISE DEPENDS ON FACTORS SUCH AS THE SETTING, TIME OF DAY, TYPE OF ACTIVITY BEING CONDUCTED WHEN THE NOISE OCCURS, WEATHER CONDITIONS, AND THE SENSITIVITY OF THE INDIVIDUAL.

NOISE AFFECTS SEVERAL RESOURCE AREAS, AND IT IS DISCUSSED IN SEVERAL SECTIONS OF THE EIS. THE ANALYSIS FOCUSES ON AREAS WITHIN WHICH NOISE AND SONIC BOOMS WOULD BE MOST LIKELY TO BE DISTURBING OR IMPACTFUL. *

SLIDE 23 — NOISE: OVERVIEW

POTENTIAL NOISE EFFECTS COULD OCCUR FROM THE PROPOSED CONSTRUCTION OR PROPOSED STATIC FIRE TESTS, LAUNCHES, AND LANDINGS AT LC-39A.

THIS SLIDE PRESENTS SOME NOISE EFFECTS THAT WOULD OCCUR UNDER THE PROPOSED ACTION, INCLUDING LAND USE INCOMPATIBILITY, HIGH PERCENTAGES OF SLEEP DISTURBANCE PREDICTED FROM SONIC BOOMS, AND HEARING LOSS RISK. THE FOLLOWING SLIDES WILL GO INTO ADDITIONAL DETAIL ABOUT THESE EFFECTS.

THIS SLIDE ALSO PRESENTS AN OVERVIEW OF THE METHODOLOGY USED TO ANALYZE NOISE EFFECTS. NOISE EFFECTS WERE ASSESSED AGAINST THE NO ACTION ALTERNATIVE, WHICH REPRESENTS CURRENT ACTIVITIES AND OPERATIONS AT AND AROUND LC-39A WITHOUT THE PROPOSED ACTION. ROCKET NOISE IS ALREADY A NOTABLE, OCCASIONAL PART OF THE ACOUSTIC ENVIRONMENT IN THE STUDY AREA. *

SLIDE 24 — NOISE: SLEEP DISTURBANCE

SOME OPERATIONS ARE EXPECTED TO OCCUR LATE AT NIGHT (BETWEEN 10 PM AND 7 AM) AND WOULD HAVE AN INCREASED LIKELIHOOD OF DISTURBING SLEEP.

LAUNCH PROPULSION NOISE LEVELS WOULD BE ASSOCIATED WITH UP TO 14 PERCENT OF PEOPLE BEING AWAKENED IF WINDOWS ARE OPEN, AND 10 PERCENT IF WINDOWS ARE CLOSED. PROPULSION NOISE FROM LANDING EVENTS AND STATIC FIRE TESTS WOULD PRODUCE LOWER NOISE LEVELS, RESULTING IN A SMALLER PERCENTAGE OF PEOPLE BEING AWAKENED.

SONIC BOOMS GENERATED DURING SUPER HEAVY BOOSTER LANDINGS WOULD GENERATE NOISE LEVELS ASSOCIATED WITH UP TO 82 PERCENT OF PEOPLE BEING AWAKENED IF SLEEPING OUTDOORS OR IN STRUCTURES WITH MINIMAL NOISE ATTENUATION, SUCH AS MOBILE HOMES. FOR STARSHIP LANDINGS IN THE SAME SCENARIO UP TO 55 PERCENT OF THOSE EXPOSED COULD BE AWAKENED. TYPICAL STRUCTURES PROVIDE UP TO 15 DECIBELS IN NOISE ATTENUATION, WITH A REDUCTION IN THE PERCENTAGE OF PERSONS EXPOSED BEING AWAKENED. FOR BOOSTER LANDINGS, UP TO 42 PERCENT OF PERSONS SLEEPING IN TYPICAL STRUCTURES EXPOSED TO THE NOISE MAY BE AWAKENED, WHILE FOR STARSHIP LANDINGS, UP TO 22 PERCENT EXPOSED MAY BE AWAKENED.*

SLIDE 25— NOISE: STRUCTURAL DAMAGE

THERE WOULD BE A LOW PROBABILITY OF STRUCTURAL DAMAGE ON OR OUTSIDE THE BOUNDARIES OF KSC AND CAPE CANAVERAL SPACE FORCE STATION OR CCSFS DUE TO NOISE AND VIBRATIONS GENERATED BY THE PROPOSED ACTION.

DURING LAUNCHES, SUPER HEAVY BOOSTER LANDINGS, AND SUPER HEAVY BOOSTER STATIC FIRE TESTS, COMMUNITIES OUTSIDE THE BOUNDARIES OF KSC AND CCSFS WOULD EXPERIENCE NOISE LEVELS BETWEEN 111 AND 120 DECIBELS MAXIMUM SOUND LEVEL OR LMAX.

SUSTAINED UNWEIGHTED NOISE LEVELS MORE THAN 111 DECIBELS ARE ASSOCIATED WITH A 1 IN 1,000 PROBABILITY OF DAMAGE CLAIMS. NOISE LEVELS SLIGHTLY EXCEEDING 120 DECIBELS LMAX, WHICH ARE ASSOCIATED WITH 1 IN 100 PROBABILITY OF DAMAGE CLAIMS, WOULD AFFECT A SMALL NUMBER OF RESIDENCES ON MERRITT ISLAND ONLY DURING LAUNCHES. NOISE LEVELS OF MORE THAN 130 DECIBELS LMAX ARE ASSOCIATED WITH A SUBSTANTIAL RISK OF STRUCTURAL DAMAGE -- BUT NOISE LEVELS WOULD NOT EXCEED 130 DECIBELS LMAX AT ANY LOCATIONS OUTSIDE THE BOUNDARIES OF KSC AND CCSFS.

SONIC BOOMS WOULD BE EXPECTED TO EXCEED 2 POUNDS PER SQUARE FOOT OR PSF, A MAGNITUDE ASSOCIATED WITH A 1 IN 10,000 PROBABILITY OF BREAKAGE FOR A LARGE WINDOW. THIS COULD INCLUDE PORTIONS OF TITUSVILLE, PORT SAINT JOHN, MERRITT ISLAND, CAPE CANAVERAL, AND OTHERS.

IF ANY DAMAGE WERE TO OCCUR AS A RESULT OF SONIC BOOMS, IT WOULD BE EXPECTED TO BE LIMITED TO LIGHTWEIGHT OR BRITTLE STRUCTURAL ELEMENTS. THE FAA REQUIRES SPACEX TO MAINTAIN INSURANCE IN THE EVENT OF CLAIMS OF STRUCTURAL DAMAGE. IN THE UNLIKELY EVENT THAT DAMAGE TO A STRUCTURE WERE TO OCCUR BECAUSE OF STARSHIP-SUPER HEAVY OPERATIONS, PROPERTY OWNERS WOULD CONTACT SPACEX DIRECLY TO SUBMIT CLAIMS. *

SLIDE 26— NOISE: HEARING LOSS RISK

SONIC BOOMS GENERATED DURING STARSHIP AND SUPER HEAVY BOOSTER LANDINGS WOULD EXCEED 4 PSF IN SOME PRIVATELY OWNED PORTIONS OF MERRITT ISLAND AND THE CITY OF CAPE CANAVERAL. HOWEVER, SONIC BOOM SOUND ENERGY IS PRIMARILY AT LOW FREQUENCIES, WHICH DO NOT INTERACT STRONGLY WITH THE HUMAN HEARING MECHANISM. DUE TO INFREQUENT EXPOSURE AND THE LIKELIHOOD THAT PERSONS WILL BE INDOORS DURING SONIC BOOMS, THE RISK OF HEARING LOSS AS A RESULT OF THE PROPOSED ACTION WOULD BE MINIMAL. *

SLIDE 27— NOISE: CONTINGENCY LANDING SCENARIO

THE MAJORITY OF SUPER HEAVY LANDINGS IN THE ATLANTIC OCEAN WOULD NOT BE AUDIBLE ON SHORE. ONLY CONTINGENCY LANDINGS, ESTIMATED TO BE LESS THAN FIVE PER YEAR, COULD EXCEED 1 PSF. THIS WOULD RESULT IN SOUND EVENTS BETWEEN 90 – 115 DECIBELS, BUT WOULD BE BRIEF, INFREQUENT, AND WOULD NOT EXCEED OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION OR OSHA HEARING CONSERVATION THRESHOLDS.

THE SUPER HEAVY BOOSTER CONTINGENCY LANDING AREA IS A MINIMUM OF FIVE MILES OFFSHORE. BOOSTER CONTINGENCY LANDING NOISE LEVELS ARE GENERALLY LESS THAN NOMINAL LANDING LEVELS ON LAND.

THE STARSHIP CONTINGENCY LANDING AREA IS A MINIMUM OF ONE MILE OFFSHORE AND EXTENDS MORE THAN 1,000 MILES INTO THE OCEAN. LANDINGS FAR FROM SHORE WOULD NOT BE AUDIBLE ON SHORE.

THE MAP ON THIS SLIDE SHOWS THE SMALL LAND AREAS THAT COULD HYPOTHETICALLY BE AFFECTED BY A STARSHIP CONTINGENCY LANDING SONIC BOOM. AREAS WITHIN THE BLUE DASHED LINE COULD HYPOTHETICALLY EXPERIENCE A SONIC BOOM BETWEEN 1 AND 1.7 PSF. HOWEVER, THESE WOULD BE EXTREMELY RARE. *

SLIDE 28 — NOISE: ANNOYANCE AND LAND USE COMPATIBILITY

DURING OPERATIONS, WHICH INCLUDE STATIC FIRE TESTS, LAUNCHES, AND LANDINGS, NOISE LEVELS WOULD REMAIN BELOW 65 DBA DNL AT ALL LOCATIONS OUTSIDE THE BOUNDARIES OF KSC AND CCSFS.

THE MAP ON THE RIGHT SHOWS CUMULATIVE C-WEIGHTED DAY/NIGHT NOISE LEVELS, OR CDNL. THE CDNL METRIC IS A VERSION OF THE DNL METRIC THAT IS SPECIFIC TO

SONIC BOOMS. SONIC BOOM TIME-AVERAGED NOISE LEVELS WOULD INCREASE SUCH THAT ADDITIONAL LAND AREA IN TITUSVILLE, MERRITT ISLAND, CAPE CANAVERAL, AND COCOA BEACH WOULD BE EXPOSED TO GREATER THAN 60 DECIBELS CDNL. PORTIONS OF CAPE CANAVERAL AND MERRITT ISLAND WOULD BE EXPOSED TO LEVELS BETWEEN 65 AND 70 DECIBELS CDNL. RESIDENTIAL LAND USES AND SCHOOLS ARE CONSIDERED INCOMPATIBLE AT THESE LEVELS, AND SENSITIVE PUBLIC USES, SUCH AS HOSPITALS AND PLACES OF WORSHIP, ARE CONSIDERED COMPATIBLE ONLY IF SOUND ATTENUATION PROVIDED BY THE STRUCTURE EXCEEDS MINIMUM VALUES. CERTAIN OTHER LAND USES, SUCH AS OFFICES AND COMMERCIAL, ARE COMPATIBLE AT GREATER THAN 65 DECIBELS CDNL ONLY IF ATTENUATION MINIMUMS ARE MET.

BASED ON FAA CRITERIA, INCREASED SUPERSONIC NOISE LEVEL FROM THE PROPOSED ACTION WOULD RESULT IN SIGNIFICANT NOISE EFFECTS. INTERRUPTIONS OF ACTIVITIES IN NEARBY COMMUNITIES BY NOISE WOULD BE RELATIVELY BRIEF, AND PROPOSED MITIGATIONS, SUCH AS PUBLIC NOTIFICATIONS, COULD ASSIST IN REDUCING THE PUBLIC'S PERCEPTION OF THE EFFECTS. *

SLIDE 29 — LAND USE IMPACTS

THE STUDY AREA FOR IMPACTS TO LAND USE INCLUDES LC-39A AT KSC AND THE SURROUNDING LAND USES AND MANAGEMENT WITH POTENTIAL TO BE AFFECTED BY THE PROPOSED PROJECT.

SOME LAND OUTSIDE THE BOUNDARIES OF KSC AND CCSFS WOULD BE EXPOSED TO SONIC BOOM NOISE LEVELS EXCEEDING 60 DECIBELS CDNL, WHICH IS CONSIDERED INCOMPATIBLE WITH SENSITIVE LAND USES SUCH AS RESIDENTIAL AREAS AND SCHOOLS. THIS IS CONSIDERED A SIGNIFICANT EFFECT.

LAND USES WOULD NOT BE AFFECTED TO THE EXTENT THAT PUBLIC HEALTH OR SAFETY WAS THREATENED. ADDITIONALLY, IT IS NOT ANTICIPATED THAT FIRE MANAGEMENT

PROGRAM ACTIVITIES WOULD SIGNIFICANTLY CHANGE IN THE AREA SURROUNDING KSC DUE TO EXISTING AGREEMENTS WITH NASA, CCSFS, AND THE USFWS.

EFFECTS TO RECREATIONAL LAND USE IN THE SURROUNDING STUDY AREA WOULD OCCUR DUE TO INCREASED NOISE EVENTS AND PUBLIC EXPOSURE, AS WELL AS INCREASED ACCESS RESTRICTIONS, CLOSURES, AND THE ASSOCIATED CHANGES TO USFWS AND NPS STAFF MANAGEMENT PRIORITIES ALTERED BY LAUNCHES. PLAYALINDA BEACH COULD EXPERIENCE UP TO 60.5 CLOSURE DAYS PER YEAR. BEFORE ANY CLOSURES ARE ENACTED, THE CLOSURE ACTIVITIES MUST BE REVIEWED AND APPROVED BY THE NPS DIRECTOR AND THE ASSISTANT SECRETARY FOR FISH AND WILDLIFE AND PARKS UNDER SECRETARIAL ORDER 3426. THIS WILL BE COORDINATED BETWEEN THE FAA, SPACEX, AND THE DEPARTMENT OF THE INTERIOR.

HOWEVER, THE FAA HAS NOT DETERMINED THESE EFFECTS TO BE SIGNIFICANT, AS THE NOISE AND CLOSURE EVENTS WOULD BE TEMPORARY AND WOULD NOT PERMANENTLY PRECLUDE THE VIABILITY OR USE OF THE AREAS, AS SHOWN BY THEIR CURRENT EXPOSURE TO FREQUENT LAUNCH-RELATED NOISE FROM BOTH KSC AND CCSFS. *

SLIDE 30 — DEPARTMENT OF TRANSPORTATION SECTION 4(F) IMPACTS

THE STUDY AREA WAS DEVELOPED USING A MAXIMUM A-WEIGHTED NOISE LEVEL TO EVALUATE THE SHORT-DURATION, HIGH-INTENSITY NATURE OF LAUNCH AND LANDING NOISE FROM LC-39A. THE FAA HAS DETERMINED THAT IT IS NOT REQUIRED TO PREPARE A SECTION 4(F) EVALUATION FOR THIS PROJECT FOR MINWR, MANAGED BY THE USFWS, OR CANA, MANAGED BY THE NPS BECAUSE BOTH MINWR AND CANA MEET THE REQUIREMENTS OF THE “JOINT DEVELOPMENT EXCEPTION” PROVISION OF 23 CFR §774.11(i). THE SECTION 4(F) STUDY AREA THEREFORE FOCUSES ON AREAS OUTSIDE MINWR AND CANA.

FOR VIBRATION IMPACTS ON HISTORIC PROPERTIES, THE STUDY AREA IS THE EXTENT OF THE 2 PSF OVERPRESSURE CONTOUR. FOR NOISE IMPACTS ON PUBLIC PARKS AND RECREATIONAL AREAS, THE STUDY AREA IS THE EXTENT OF THE 60 DECIBEL CDNL CONTOUR. THE NOISE IMPACTS ON WILDLIFE AND WATERFOWL REFUGES IS THE EXTENT OF THE 1 POUNDS PSF OVERPRESSURE CONTOUR AND THE 60 DECIBEL CDNL CONTOUR.

UNDER THE PROPOSED ACTION, CONSTRUCTION ACTIVITIES WOULD NOT INVOLVE USE OF ANY SECTION 4(F) PROPERTY. CONSTRUCTION ACTIVITIES WOULD NOT RESULT IN SUBSTANTIVE CHANGES TO THE VIEWSHED.

PROXIMAL PROPERTIES ARE ALREADY EXPOSED TO LAUNCH/LANDING NOISE AND ACCESS LIMITATIONS ON A REGULAR BASIS. OPERATION OF THE PROPOSED ACTION WOULD NOT RESULT IN CONSTRUCTIVE USE OF ANY SECTION 4(F) PROPERTY. *

SLIDE 31 — BIOLOGICAL RESOURCES IMPACTS

THE STUDY AREA FOR BIOLOGICAL RESOURCES COVERS THE AREAS POTENTIALLY AFFECTED BY CONSTRUCTION AND OPERATION UNDER THE PROPOSED ACTION. THIS INCLUDES THE TERRESTRIAL, ESTUARINE, AND NEARSHORE AREAS AT AND AROUND LC-39A, AS WELL AS THE OFFSHORE PORTIONS OF THE ATLANTIC OCEAN, PACIFIC OCEAN, AND INDIAN OCEAN WHERE SUPER HEAVY BOOSTERS AND STARSHIPS COULD BE EXPENDED OR LAND ON A DRONESHIP.

UNDER THE PROPOSED ACTION, THE FOLLOWING STRESSORS HAVE THE POTENTIAL TO AFFECT BIOLOGICAL RESOURCES:

VEGETATION DISTURBANCE OR DESTRUCTION; NOISE AND VISUAL STIMULI; VIBRATIONS; SONIC BOOMS; STRIKES OR COLLISIONS; DELUGE WATER AND PLUMES; ARTIFICIAL LIGHTING; HAZARDOUS MATERIALS; INVASIVE SPECIES INTRODUCTION; AND RESTRICTED ACCESS FOR MANAGEMENT AND MONITORING. *

SLIDE 32 — HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES IMPACTS

UNDER THE PROPOSED ACTION, EFFECTS TO HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES ARE POSSIBLE, SIGNIFICANT IMPACTS TO THESE RESOURCES ARE UNLIKELY BECAUSE OF THE INFREQUENCY OF DAMAGE TO THESE KINDS OF RESOURCES WHEN EXPOSED TO SONIC BOOM OVERPRESSURE EVENTS AND VIBRATORY EFFECTS EXPECTED WITHIN THE STUDY APE AS THE RESULT OF THE PROPOSED ACTION. HOWEVER, POORLY MAINTAINED STRUCTURES OR PREVIOUSLY DAMAGED STRUCTURES MAY BE MORE SUSCEPTIBLE TO DAMAGE. THE LONG-TERM EFFECTS OF REPEATED SONIC BOOM OVERPRESSURE EVENTS ON SUBSURFACE ARCHAEOLOGICAL SITES, IF ANY, ARE POORLY UNDERSTOOD.

NASA, AS THE LEAD AGENCY FOR NHPA CONSULTATION AND IN COORDINATION WITH FAA, INTENDS TO CONTINUE SECTION 106 CONSULTATION WITH THE STATE HISTORIC PRESERVATION OFFICE, FEDERALLY RECOGNIZED TRIBES, AND OTHER CONSULTING PARTIES TO DEVELOP AND EXECUTE A PROGRAMMATIC AGREEMENT OR PA PURSUANT TO 36 CFR SECTION 800.14(B). THE PA WILL INCLUDE ONGOING CONSULTATION AND MONITORING EFFORTS, AND MITIGATION STRATEGIES TO RESOLVE ANY POTENTIAL ADVERSE EFFECTS RESULTING FROM THE PROPOSED ACTION. *

SLIDE 33— MARITIME TRANSPORTATION IMPACTS

THE STUDY AREA FOR TRANSPORTATION IS LC-39A AND THE AREAS IN AND AROUND KSC THAT COULD BE AFFECTED BY LAUNCHES, TEST OPERATIONS, AND TRANSPORTATION.

UNDER THE PROPOSED ACTION, LAUNCHES, LANDINGS, AND STATIC FIRE TESTS WOULD REQUIRE SURVEILLANCE AND CLEARING OF CERTAIN MARITIME AREAS. THERE WOULD

BE NO CHANGES TO SIZES OF RNAS AS A RESULT OF STARSHIP-SUPER HEAVY LAUNCHES AND REENTRIES. *

SLIDE 34 — MARITIME TRANSPORTATION: FAIRWAYS AND 2023 NOAA VESSEL TRAFFIC COUNTS

THE MAP ON THE LEFT OF THE SLIDE SHOWS FAIRWAYS AND 2023 VESSEL TRANSIT COUNTS. THE MAP ON THE RIGHT OF THE SLIDE SHOWS VESSEL TRANSIT COUNTS ENTERING AND EXITING PORT CANAVERAL. TRANSIT EXITING AND ENTERING PORT CANAVERAL IS CONSIDERED HIGH. *

SLIDE 35— AIRSPACE IMPACTS

THIS SLIDE SHOWS THE NOTIONAL, POTENTIAL AIRCRAFT HAZARD AREAS, OR A-H-A'S, ASSOCIATED WITH LAUNCHES AND BOOSTER LANDINGS, AS WELL AS STARSHIP REENTRIES AND RETURN TO LAUNCH SITE. THESE A-H-A'S DEFINE THE TEMPORARILY CLOSED AIRSPACE THAT WOULD BE ESTABLISHED AND PUBLISHED THROUGH A NOTICE TO AIRMEN PRIOR TO THE LAUNCH/REENTRY. THE LOCATION AND SIZE OF AIRSPACE CLOSURES FOR COMMERCIAL SPACE OPERATIONS ALSO VARY WITH EACH MISSION TYPE AND ARE INFLUENCED BY MULTIPLE FACTORS, INCLUDING PRIOR FLIGHT HISTORY. THE SIZE OF AIRSPACE CLOSURES CAN GROW OR SHRINK AS RELIABILITY IS EITHER DECREASED OR INCREASED WITH RESULTS AND ANALYSIS FROM EACH LAUNCH.

THE STUDY AREA FOR POTENTIAL AIRSPACE IMPACTS INCLUDES AIRWAYS OVER THE ATLANTIC OCEAN, CARIBBEAN SEA AND THE AIRSPACE OF THE BAHAMAS, AS WELL AS AIRWAYS OVER PORTIONS OF THE PACIFIC OCEAN, GULF OF AMERICA, AND THE AIRSPACE OF SEVERAL CENTRAL AMERICAN COUNTRIES. *

SLIDE 36— AIRSPACE IMPACTS

UNDER THE PROPOSED ACTION, LAUNCH AND SUPER HEAVY BOOSTER RETURNS MAY REQUIRE TEMPORARY CLOSURE OF AIRWAYS OVER THE ATLANTIC OCEAN AND AFFECT THE AIRSPACE OF THE BAHAMAS

STARSHIP REENTRY MAY REQUIRE TEMPORARY CLOSURE OF AIRWAYS OVER PORTIONS OF THE PACIFIC OCEAN, GULF OF AMERICA, CARIBBEAN SEA, AND ATLANTIC OCEAN AND AFFECT THE AIRSPACE OF SEVERAL CENTRAL AMERICAN COUNTRIES.

THERE MAY BE SIGNIFICANT AIRCRAFT REROUTING TO AVOID A-H-A'S. MULTIPLE AIRPORTS MAY REQUIRE GROUND STOPS DUE TO OVERLYING A-H-A'S. DIVERSIONS AND CANCELLATIONS MAY ALSO OCCUR. THE AVERAGE EXPECTED FLIGHT DELAY FOR LAUNCHES AND BOOSTER LANDINGS IS APPROXIMATELY 40 MINUTES TO TWO HOURS. FOR STARSHIP REENTRIES, APPROXIMATELY 40 MINUTES TO ONE HOUR. THE DELAY COULD BE INCREMENTALLY GREATER BASED ON ANY DELAY OF THE START OF THE REENTRY WITHIN THE ASSUMED 1-HOUR REENTRY WINDOW.

AFFECTED AIRPORTS IN FLORIDA COULD INCLUDE FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT, ORLANDO INTERNATIONAL AIRPORT, TAMPA INTERNATIONAL AIRPORT, AND MIAMI INTERNATIONAL AIRPORT.

ALL LAUNCH AND REENTRY OPERATIONS WOULD COMPLY WITH NECESSARY NOTIFICATION REQUIREMENTS, INCLUDING ISSUANCE OF NOTICES TO AIRMEN AND IDENTIFICATION OF AHAS THAT ASSIST PILOTS IN SCHEDULING AROUND TEMPORARY DISRUPTION OF FLIGHT ACTIVITIES.*

SLIDE 37— STAKEHOLDER ENGAGEMENT SCHEDULE

THIS SLIDE DISPLAYS THE REMAINING MAJOR MILESTONES OF THE EIS SCHEDULE. THE DRAFT EIS WAS PUBLISHED ON AUGUST 8, 2025. PUBLIC MEETINGS ARE BEING HELD IN-

PERSON ON AUGUST 26TH AND AUGUST 28TH, AND VIRTUALLY ON SEPTEMBER 3RD. THE PUBLIC COMMENT PERIOD WILL CLOSE ON SEPTEMBER 22, 2025, AFTER WHICH THE FAA WILL EVALUATE AND INCORPORATE COMMENTS INTO THE FINAL EIS. THE FAA WILL THEN ISSUE A RECORD OF DECISION (ROD). *

SLIDE 38— COMMENTS ON THE DRAFT EIS

AS PREVIOUSLY DISCUSSED, THERE ARE MULTIPLE WAYS TO SUBMIT COMMENTS. COMMENTS MAY BE PROVIDED VERBALLY DURING THIS MEETING TO A COURT REPORTER, ONLINE AT REGULATIONS.GOV UNDER DOCKET ID: FAA-2024-1395 OR, BY MAIL TO MS. EVA LONG, FAA ENVIRONMENTAL PROTECTION SPECIALIST, C/O LEIDOS, 2877 GUARDIAN LANE, VIRGINIA BEACH, VIRGINIA, 23452 OR SUBMITTED ON A WRITTEN COMMENT FORM DURING A PUBLIC MEETING. THE FAA WILL CONSIDER AND RESPOND IN THE FINAL EIS TO ALL SUBSTANTIVE COMMENTS RECEIVED OR POST-MARKED BY NO LATER THAN SEPTEMBER 22, 2025.

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

SLIDE 39 — PROVIDING PUBLIC COMMENTS

THE FAA IS SEEKING COMMENTS FROM THE PUBLIC CONCERNING THE ACCURACY OF THE DRAFT EIS, 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. *

SLIDE 40— END TITLE SLIDE

THIS CONCLUDES THE VIDEO PRESENTATION. *

[END VIDEO PRESENTATION]

SLIDE 41 — OPEN HOUSE (Speaker: Facilitator)

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

THE FAA IS SEEKING FEEDBACK FROM FEDERAL, STATE, AND LOCAL AGENCIES, TRIBES, AND THE PUBLIC TO DEVELOP THE FINAL EIS. 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 EIS.

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-2024-1395 OR, BY MAIL. THE FAA WILL CONSIDER IN THE FINAL EIS ALL COMMENTS RECEIVED OR POST-MARKED BY NO LATER THAN SEPTEMBER 22, 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 THE FAA IN YOUR COMMENT TO WITHHOLD FROM PUBLIC REVIEW YOUR PERSONAL IDENTIFYING INFORMATION, THE FAA CANNOT GUARANTEE THAT IT WILL BE ABLE TO DO SO.

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

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

FAA REPRESENTATIVES, I NOW INVITE YOU TO GO STAND BY YOUR DISPLAY BOARDS.

OK LADIES AND GENTLEMEN, WE WILL NOW BEGIN THE OPEN HOUSE PORTION OF THE MEETING AND ACCEPT YOUR VERBAL/WRITTEN COMMENTS. THE MEETING IS SCHEDULED TO END AT 3:00 [8:00] PM. PLEASE NOTE THAT CONVERSATIONS WITH STAFF ARE NOT CONSIDERED FORMAL PUBLIC COMMENTS. THEREFORE, WE STRONGLY ENCOURAGE YOU TO MAKE A FORMAL COMMENT VIA ONE OF THE METHODS PREVIOUSLY DISCUSSED.

THANK YOU FOR ATTENDING. *

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

SLIDE 42 — ENDING TITLE SLIDE