

ENVIRONMENTAL IMPACT STATEMENT

SPACEX STARSHIP-SUPER HEAVY LAUNCH VEHICLE AT LAUNCH COMPLEX 39A

at the Kennedy Space Center, Merritt Island, Florida

Final, Volume II, Appendix B.3, Part 2

January 2026



**Federal Aviation
Administration**

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TECHNICAL MEMORANDUM
SUPPLEMENTAL BACKGROUND INFORMATION FOR THE SPACEX STARSHIP
SUPER HEAVY LAUNCH AND REENTRY VEHICLES PROPOSED ACTION AT LAUNCH
COMPLEX-39A, KENNEDY SPACE CENTER

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CLIENT: Leidos
DATE: December 2024
SEARCH PROJECT #: 240265

This technical memorandum presents supplementary background information in support of consultation between the National Aeronautics and Space Administration's Kennedy Space Center (NASA KSC) and the Florida State Historic Preservation Officer (SHPO) pursuant to Section 106 of the National Historic Preservation Act of 1966 as part of the Federal Aviation Administration's (FAA) environmental review for the proposed action for the SpaceX Starship Super Heavy Launch and reentry vehicles at KSC. Southeastern Archaeological Research, LLC (SEARCH) completed this cultural resources desktop study on behalf of Leidos, SpaceX, and FAA to provide additional information regarding the proposed area of potential effects (APE), known historic properties within the APE, and the approach for evaluating effects to previously unidentified historic properties within the APE.

1.1 AREA OF POTENTIAL EFFECTS

Area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking [36 CFR 800.16(d)]. For launch operations, the FAA has typically selected a noise contour for a specific propulsion/engine noise level and/or a specific sonic boom/overpressure, because rocket noise has the greatest geographical extent of all of the potential sources of alterations to historic properties from launches (including landings and reentries).

In defining the APE for rocket launches, it is important to consider engine noise levels that may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register of Historic Places (NRHP) in a manner that would diminish the integrity of the property's setting or feeling. For projects at federal launch complexes, such as KSC, this typically is not an issue because of the historical nature of rocket launches occurring at the project site.

¹ *Supplemental Information for the SpaceX SSH Proposed Action at KSC*

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The APE considers the auditory and vibratory effects of the Starship Super Heavy Launch and reentry activities covered under the Federal Aviation Administration's operating license and is predicated on vibratory impacts based on data provided by SpaceX and prepared by Leidos. Vibratory impacts can be quantified using the Maximum Unweighted Sound Level (Bradley et al. 2020:3). Based on a study of structural damage during rocket static firing tests, Maximum Unweighted Sound Levels at 111 decibels (dB) result in one damage claim per 1,000 structures exposed, and levels at 120 dB result in one damage claim per 100 structures (Bradley et al. 2020:5). The National Academy of Sciences' "Guidelines for Preparing Environmental Impact Statements on Noise" (National Academy of Sciences 1977) state that one may conservatively consider all sound lasting more than one second with levels exceeding 130 dB (unweighted) as potentially damaging to structures. Vibratory impacts from sonic boom overpressure are quantified in pounds per square foot (psf). Studies have shown that damage from sonic booms is highly unlikely when structures are exposed to levels under 2 psf (Haber et al. 1989). However, when exposed to levels between 2 and 4 psf, structural components, including glass and plaster, demonstrate damage at a higher rate than expected due to natural wear in well-maintained structures (Haber et al. 1989).

In summary, for rocket launch undertakings at federal launch complexes, the FAA recommends defining the APE using a peak sound pressure level of 130 dB for operations with launches only or 2 psf overpressure for operations with launches and landings. In cases with both launches and landings, the total extent of both areas should be used to define the APE when one does not fully encompass the other. Additionally, effects analyses should be conducted on the resources for both launch noise and landing noise impacts to the respective identified resources.

Based on this information and previous research regarding rocket engine noise and vibration effects to structures, the APE was established as areas subjected to greater than or equal to 130 dB or overpressure levels of 2 psf associated with sonic booms (Figure 1 and Figure 2) (Fenton and Methold 2016, Guest and Slone 1972, Haber et al. 1989).

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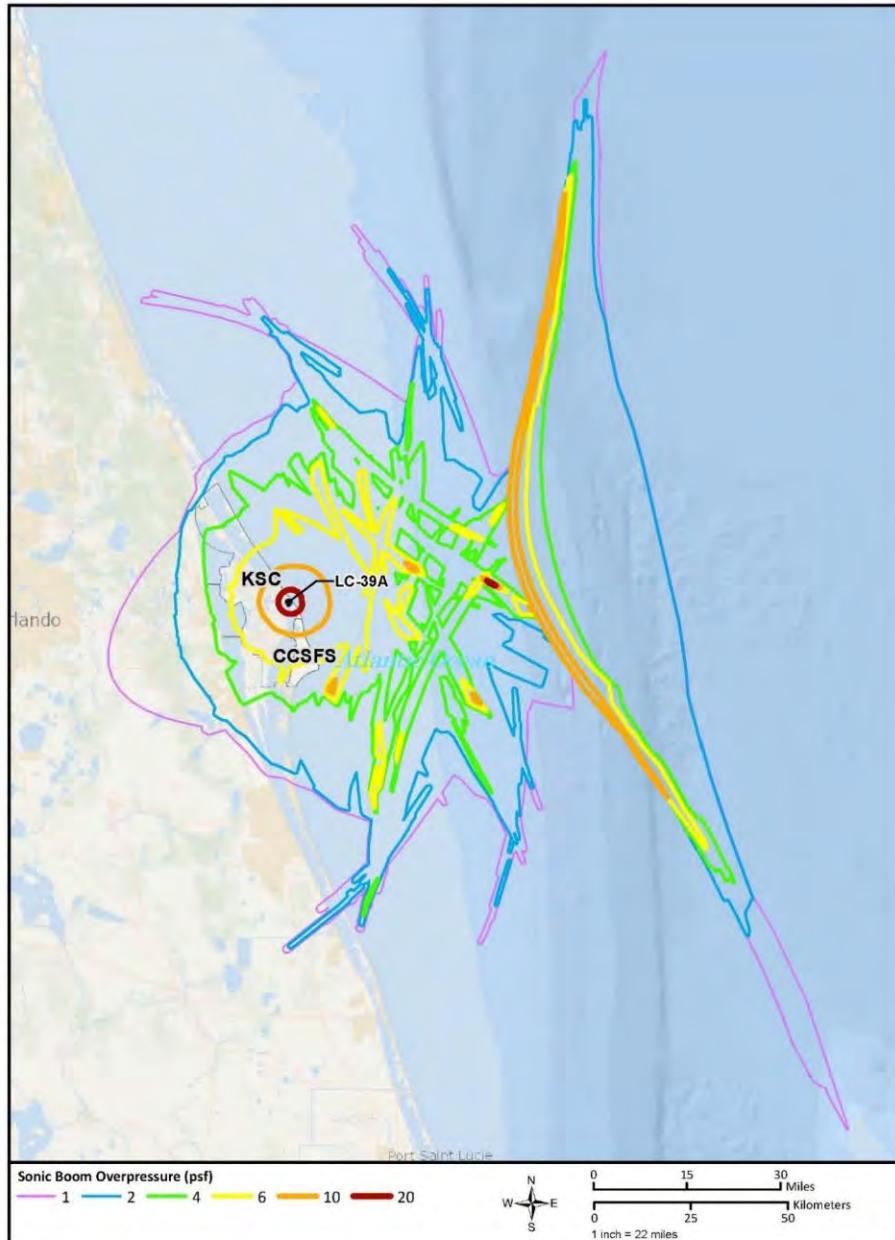


Figure 1. Sonic boom overpressure map for the Project area. The APE is defined as the area within the 2 psf contour (blue line) (Figure provided by Leidos).



Figure 2. The APE, including portions of Brevard, Volusia, and Orange Counties.

1.2 POTENTIAL FOR ADVERSE EFFECTS

Per 36 Code of Federal Regulations 800.5, a federal undertaking has an adverse effect on a historic property when it diminishes one or more aspects of integrity to the extent that the property no longer conveys its significance per Criteria A–D for listing in the NRHP. NRHP eligibility is defined in 36 Code of Federal Regulations 60.4, under the authority of the National Historic Preservation Act of 1972, as amended:

The quality of significance in American history, architecture, archeology, and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and,

- A. that are associated with events or activities that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

The increased vibratory impacts from the proposed project have the potential to cause adverse effects to cultural resources. High sound pressure levels and vibrations have the potential to cause building/structural damage. In general, however, structural damage to buildings due to propulsion/engine noise is rare. The historic building element “most susceptible to damage from launch vehicle noise [are] windows, and more infrequently, plastered walls and ceilings” (Nocerino et al. 2021:15). Masonry buildings and structures are most susceptible to vibration damage through the “wearing of joints...which can cause load to be redistributed due to a weakening of a structural member” (National Cooperative Highway Research Program [NCHRP] 2012:35). Further, vibration effects may be greatest to “non-structural building elements [such as] fragile glass, loose plaster mosaics or pieces of stone” (NCHRP 2012:36). Previous analysis also indicates “wood and steel are more elastic than masonry, such as brick and stone” (NCHRP 2012:2). Therefore, increased exposure to vibration may diminish the integrity of a resource’s significant historic features.

Sonic booms also have the potential to result in structural damage. A large degree of variability exists in the possible effects of a sonic boom. For example, the probability of a window breaking when exposed to a sonic boom of 1 psf ranges from one in a billion to one in a million (Sutherland 1990) with much of the variability depending on the condition of the glass. At 10 psf, the probability of glass breaking is between 1 in 100 and 1 in 1,000. Laboratory tests involving glass have shown that properly installed glass will not break at overpressures below 10 psf, even when exposed to repeated sonic booms (White 1972). Damage to plaster has the potential to occur in

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the same range of overpressures as damage to glass. Plaster often cracks due to shrinkage over time or due to structural settling. Sonic boom damage to plaster often occurs when internal stresses are already high as a result of these processes. In general, for well-maintained structures, the threshold for potential damage from sonic booms is 2 psf; below 2 psf, damage is unlikely (Haber and Nakaki 1989).

Archaeological resources consisting solely of surface scatters or subsurface deposits are not likely to be affected by the vibratory effects of increased sonic boom exposure due to the protective qualities of the surrounding soil matrix (Nocerino et al. 2021). Vibratory effects may be greater on historic resources, particularly those elements that predate the mid-twentieth century and were not designed or built with the impacts of the aeronautical industry in mind.

The National Park Service (NPS) provides guidelines for interpreting the seven aspects of integrity (location, design, setting, materials, workmanship, feeling, and association) as they relate to the potential effects of an undertaking (NPS 1995:45). The effects of the undertaking are unlikely to impact the location or association of historic properties within the APE. As noted above, there are limited circumstances in which the effects of vibration may result in damage to aboveground structures. Such damage may potentially affect the design, materials, and workmanship of historic properties, particularly as they relate to exterior and ornamental detailing.

Additionally, the setting and feeling of historic properties may be temporarily altered by the visual, audible, and vibratory effects of the undertaking. Setting refers to the physical environment of a resource, while feeling refers to the aesthetic qualities of a resource as they relate to the specific time during which the resource became significant. There are specific types of cultural resources for which aspects of setting and feeling are more likely to represent important components of historic integrity, such as archaeological sites with aboveground features, historic districts and landscapes, and cemeteries.

1.3 PREVIOUSLY RECORDED CULTURAL RESOURCES WITHIN THE APE

The Florida Master Site File (FMSF), maintained by the Florida Division of Historical Resources, is the primary repository for information regarding cultural resources (archaeological sites, cemeteries, buildings, bridges, linear resources [e.g., highways, railroads, canals], districts, and landscapes) that have been formally documented in Florida, typically as a result of compliance with federal, state, or municipal historic preservation statutes. SEARCH performed a query of the FMSF Geographic Information System database in December 2024 to provide the background information discussed below. Alternate sources that will be consulted to create an inventory of previously recorded cultural resources will include the NRHP database, the Integrated Cultural Resource Management Plans for KSC and the Cape Canaveral Space Force Station, and information provided by consulting parties and members of the public. Procedures for identifying additional cultural resources that have not been previously recorded are discussed in the subsequent section.

The query of the FMSF database indicated that there are 2,964 previously recorded cultural resources within the APE, including 465 archaeological sites, 2,315 structures, 31 cemeteries, 122 resource groups (including building complexes, districts, landscapes, and linear resources), and 31 historic bridges. The following sections provide overviews of each of the resource categories present within the FMSF database, including discussion of the attributes most likely to be affected by the proposed project.

1.3.1 Structures

Historic structures include architectural resources such as residential, commercial, and public buildings, as well as other elements of the built environment. To be considered significant,

the structure must represent a part of history, architecture, archeology, engineering, or culture of an area, and it must have the characteristics that make it a good representative of properties associated with that aspect of the past.
 (NPS 1995:7)

The FMSF database review identified 2,315 previously recorded buildings within the APE; at least 40 have been destroyed and will not be included in further analyses. Twenty-four buildings are listed in the NRHP, 324 have been evaluated eligible for listing, seven are potentially eligible for listing, 836 are not eligible for listing, and the remaining 1,084 have not been evaluated for eligibility. Though these historic structures are distributed throughout the APE, many are concentrated around the cities of Titusville and Cocoa Beach, or are associated with KSC, Cape Canaveral Space Force Station, or Patrick Space Force Base. **Table 1** summarizes the extant NRHP-listed and -eligible structures located on nonfederal lands within the APE. An additional 1,053 structures located on nonfederal lands have yet to be evaluated and are not included in the table.

Of the 1,439 buildings that are listed, eligible for listing, potentially eligible for listing, or have not been evaluated for NRHP eligibility, at least 545 recorded structures are composed at least in part of masonry materials such as brick, concrete, stone, and structural clay tile. As discussed above, these materials are less elastic than metal or wood and may be particularly susceptible to vibratory impacts. However, minor damage may not necessarily result in an adverse effect to these resources unless it diminishes the character-defining aspects of integrity that contribute to the eligibility of these structures. Because the remaining 876 buildings were either determined ineligible for listing in the NRHP or recorded as destroyed, it can be reasonably assumed that impacts to these resources, if any, would be insignificant.

Table 1. Structures within the APE that are NRHP-Listed or -Eligible.

Site	Site Name	Year Built	Style	NRHP Status
BR00172	Launch Complex 39	1968	Other	Listed
BR00177	St. Gabriel's Episcopal Church	1887	Gothic Revival, ca. 1840–present	Listed
BR00211	Porcher, E P House	1916	Georgian Revival, ca. 1880–present	Listed
BR00278	Cocoa Junior High	ca. 1924	Masonry Vernacular	Listed
BR00282	Aladdin Theater Building	1924	Italian Renaissance Rev ca. 1880-1935	Listed

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Site	Site Name	Year Built	Style	NRHP Status
BR00397	Wager House	ca. 1891	Frame Vernacular	Listed
BR00399	Robbins, George, Judge House	ca. 1892	Georgian Revival, ca. 1880–present	Listed
BR00425	422 Julia St.	1926	Mission	Eligible
BR00426	428 Julia St.	1905	Masonry Vernacular	Eligible
BR00430	423 Main St.	ca. 1910	Frame Vernacular	Eligible
BR00454	La Grange Church and Cemetery	1869	Frame Vernacular	Listed
BR00465	Brevard County Courthouse	ca. 1912	Neo-Classical Revival, ca. 1880–1940	Eligible
BR00468	Palm Ave	1925	Mission	Eligible
BR00480	Spell House	ca. 1911	Queen Anne (Revival), ca. 1880–1910	Listed
BR00524	Pritchard House	1891	Queen Anne (Revival), ca. 1880–1910	Listed
BR00581	St. Luke's Episcopal Church	1889	Frame Vernacular	Listed
BR00681	825 Osceola Dr.	ca. 1926	Mediterranean Revival, ca. 1880–1940	Eligible
BR00724	Caldwell, Troy E. Residence	ca. 1905	Georgian Revival, ca. 1880–present	Eligible
BR00730	1277 Rockledge Dr.	ca. 1915	Frame Vernacular	Eligible
BR00860	Hill, Dr. George E. House	ca. 1880	Frame Vernacular	Listed
BR01163	Lamar, Mattie House	1917	Frame Vernacular	Eligible
BR01657	City Point Community Church	1885	Frame Vernacular	Listed
BR01658	Hotel Mims	ca. 1889	Frame Vernacular	Listed
BR01684	Vehicle Assembly Building (VAB)	ca. 1966	No style	Listed
BR01685	Launch Control Center (LCC)	ca. 1966	International, ca. 1925–present	Listed
BR01688	Missile Crawler Transporter Facilities	ca. 1965	Not applicable	Listed
BR01690	Press Site: Clock and Flag Pole	1969	No style	Listed
BR01693	Operations Checkout (O&C)	ca. 1964	International, ca. 1925–present	Listed
BR01702	Field, J.R. Homestead	ca. 1900	Frame Vernacular	Listed
BR01723	Cocoa Cemetery Storage Building	ca. 1931	Masonry Vernacular	Eligible
BR01739	Ashely's Café & Lounge	ca. 1932	Tudor Revival, ca. 1890–1940	Eligible
BR01741	Rockledge Gardens Nursery & Landscaping	ca. 1930	Industrial Vernacular	Eligible
BR01744	Harvey's Groves	ca. 1939	Masonry Vernacular	Eligible
BR01765	Bohn Equipment Company	ca. 1927	Industrial Vernacular	Eligible
BR01825	Cocoa Post Office	1940	Art Deco, ca. 1920–1940	Listed
BR01988	Landing Aids Control Building (LACB)	ca. 1976	Industrial Vernacular	Eligible
BR01991	Orbiter Processing Facility (OPF)	ca. 1977	Industrial Vernacular	Eligible
BR01992	Orbiter Processing Facility High Bay 3	1987	Industrial Vernacular	Eligible
BR01994	Thermal Protection System Facility	ca. 1988	Industrial Vernacular	Eligible
BR01995	Launch Complex 39: Pad A	ca. 1965	Not applicable	Eligible
BR01997	Rotation/Processing Building	1982	Industrial Vernacular	Eligible
BR01998	SRB ARF Manufacturing Building	1986	Industrial Vernacular	Eligible
BR02010	Launch Complex 39: Pad B	ca. 1966	Not applicable	Eligible
BR02016	Canister Rotation Facility	ca. 1993	Industrial Vernacular	Eligible
BR02021	Mobile Launcher Platform	ca. 1963	Not applicable	Eligible
BR02671	Space Station Processing Facility	1992	Industrial Vernacular	Eligible
BR02704	400 Lucerne Dr	ca. 1966	Other	Eligible
BR02779	317 Rosa Jones Drive	ca. 1962	Masonry Vernacular	Eligible
BR02908	NLAX 170	ca. 1985	Not applicable	Eligible

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Site	Site Name	Year Built	Style	NRHP Status
BR02969	Engineering Development Laboratory	1966	No style	Eligible
BR02990	Beach House	1962	No style	Eligible
BR03046	Foam Building	ca. 1965	Masonry Vernacular	Eligible
BR03955	2460 Courtenay Parkway N	ca. 1965	Mid-Century Modern, ca. 1940s–early 1960s	Eligible
BR04215	Imperial Towers	ca. 1963	Mid-Century Modern, ca. 1940s–early 1960s	Listed

1.3.2 Building Complexes, Districts, and Landscapes

The FMSF classifies several types of cultural resources that consist of individual resources grouped into building complexes, districts, and landscapes. The FMSF includes 51 building complexes, districts, and landscapes within the APE that are listed ($n = 8$), eligible ($n = 32$) potentially eligible ($n = 1$), or unevaluated ($n = 10$) for listing in the NRHP (Table 2). Of these, five are archaeological districts, two are designed historic landscapes, nine are FMSF building complexes, 33 are historic districts, and two are mixed districts. Of the 40 NRHP-listed or -eligible resources within this group, most are late nineteenth- to twentieth-century historic districts ($n = 20$) or building complexes ($n = 2$) located on Cape Canaveral and associated with the aeronautical industry. These include 12 launch complexes, two test facilities, and various operations support facilities. The remaining 18 NRHP-listed or -eligible resources within this group include aeronautical facilities in Titusville ($n = 5$), Satellite Beach ($n = 2$), and at Patrick Space Force Base ($n = 3$). Although Cape Canaveral Air Force Station (8BR00216) is not formally listed in the NRHP and is therefore not included in the sum of listed properties above, it was designated a National Historic Landmark in 1984.

Potential effects to archaeological districts and archaeological components to “mixed” districts will be included in the discussion of archaeological sites below; the current section focuses on districts and landscapes containing aboveground elements. A historic district draws its significance from the density of historic resources within it, rather than from the individual significance of a resource. A contributing resource is one that adds to a historic district’s context and integrity. A district is further composed of resources unified through common historical themes or architectural types or styles (NPS 1999:6). A contributing resource adds to these overall themes not necessarily by possessing individual significance, but rather by its expression of historic integrity. Given that the potential for physical damage from the effects of the undertaking is limited to very few individual buildings, as discussed above, it is unlikely that the undertaking would significantly alter the integrity of a historic district’s materials, design, and workmanship. Analysis of effects to historic districts and building complexes within the APE will focus on those that are not associated with the aeronautical industry because these are more likely to contain physical elements that may be susceptible to vibration damage or have historical associations expressed through integrity of setting and feeling that may be affected by the visual and audible effects of the undertaking.

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A designed historic landscape

has significance as a design or work of art; was consciously designed and laid out by a master gardener, landscape architect, architect or horticulturalist to a design principle, or an owner or other amateur using a recognized style or tradition; has a historical association with a significant person, trend, event, etc." (Keller and Keller n.d:2)

Examples of designed historic landscapes include estate grounds, zoological gardens, plazas or other public spaces, city planning, battlefield parks and outdoor recreation areas (such as golf courses, stadiums, and racetracks). There are no NRHP-listed designed historic landscapes within the APE, but the PAFB Airfield (8BR02439) is eligible, and the Rockledge Country Club (8BR02143) has not been evaluated for NRHP eligibility. Analysis of potential effects to these designed historic landscapes will consider whether they have contributing physical elements that maintain integrity of design, materials, and workmanship that could be susceptible to vibration damage and how their aspects of setting and feeling may be affected by the visual and audible effects of the undertaking.

Table 2. Districts and Landscapes within the APE that are Listed, Eligible, or Unevaluated for Listing in the NRHP.

Site	Site Name	Classification	Time Period	NRHP status
BR00216	Cape Canaveral Air Force Station	FMSF building complex	1950-present	National Historic Landmark
BR00238	Canaveral Town	Archaeological district	1921-1940	Not evaluated
BR00560	Titusville Commercial District	Historical district	1880-1929	Listed
BR00564	Cocoa Historic District	Historical district	1861-1899	Not evaluated
BR01611	Rockledge Drive Residential District	Historical district	1880-1929	Listed
BR01612	Valencia Subdivision Residential District	Historical district	1921-1929	Listed
BR01613	Barton Avenue Residential District	Historical district	1880-1897	Listed
BR01686	Launch Complex 39: Pad A	Historical district	1950-present	Listed
BR01687	Launch Complex 39: Pad B	Historical district	1950-present	Listed
BR01975	Banana River Naval Air Station Seaplane	Historical district	1939-1989	Potentially eligible
BR01986	Shuttle Landing Facility Area HD	Historical district	1969 to 2010	Eligible
BR01990	Orbiter Processing Historic District	Historical district	1969 to 2010	Eligible
BR01996	Solid Rocket Booster Disassembly and Refurbishment Historic District	Historical district	1969 to 2010	Eligible
BR02022	Launch Complex 21/22	Historical district	1900-present	Eligible
BR02033	Cape Canaveral Lighthouse Station District	Mixed district	Precontact; 1861-1865; 1894-present	Not evaluated

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Site	Site Name	Classification	Time Period	NRHP status	
BR02143	Rockledge Country Club Resource Group	Designed historic landscape	1927–1957	Not evaluated	
BR02170	PAFB Missile Instrumental Station	Historical district	1950–present	Eligible	
BR02181	Bommarc - Sage Radome Facility	FMSF building complex	1945–1991	Eligible	
BR02188	Launch Complex 9 Resource Group	FMSF building complex	1900–present	Eligible	
BR02198	Launch Complex 13	Historical district	1956–1966	Eligible	
BR02209	Launch Complex 14	Historical district	1950–present	Eligible	
BR02234	Launch Complex 3 & 4	Historical district	1900–present	Eligible	
BR02248	Launch Complex 1-2	Historical district	1900–present	Eligible	
BR02260	Launch Complex 19	Historical district	1956–1966	Eligible	
BR02272	Launch Complex 30	FMSF building complex	1950–present	Eligible	
BR02279	Launch Complex 34	Historical district	1961–1971	Eligible	
BR02369	Launch Complex 17	Historical district	1957–1960	Eligible	
BR02438	PAFB Landplane Facilities District	FMSF building complex	1945–1991	Eligible	
BR02439	PAFB Airfield	Designed historic landscape	1950–present	Eligible	
BR02440	PAFB Landplane Administrative District	FMSF building complex	1945–1991	Eligible	
BR02518	Launch Complex 25	Historical district	1958–1969	Eligible	
BR02529	Launch Complex 29	Historical district	1958–1969	Eligible	
BR02535	Launch Complex 31/32	FMSF building complex	1900–present	Not evaluated	
BR02540	Fuel Storage Area 3	Historical district	1952–present	Eligible	
BR02935	Titusville Downtown Residential Historic	Historical district	1821–present	Not evaluated	
BR03031	Area 55: Delta Operations Support Area	Historical district	1956–1980	Eligible	
BR03034	Delta II Solid Rocket Motor Area	Historical district	1963–1965	Eligible	
BR03036	Delta Spin Test Facility	Historical district	1966–2010	Eligible	
BR03052	LC 5/6 Spin Test Facility	Historical district	1900–present	Eligible	
BR03073	CCAFS Industrial Area	Historical district	1958–present	Eligible	
BR03186	Skid Strip Historic District	Historical district	1950–present	Eligible	
BR03345	Cocoa Maintenance Yard	FMSF building complex	1900–present	Not evaluated	
BR03369	CCAFS Industrial Area Historic District	Historical district	1946–1989	Eligible	
BR03407	Carpenter Homes Complex	FMSF building complex	1950–present	Not evaluated	
BR03433	Control Tower Road Tracking Sites	Historical district	1950–present	Eligible	
BR03921	Richard E. Stone Historic District	Historical district	Unknown	Not evaluated	
BR04000	Cape Fish Company	Archaeological district	1900–present	Eligible	
BR04229	Jonathan H. Sams Farmstead	Mixed district	Precontact	Eligible	
VO00259	North Mosquito Lagoon Archaeological District	Archaeological district	Precontact	Not evaluated	
VO02569	Ross Hammock Complex	Archaeological district	Precontact; nineteenth century	Listed	

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Site	Site Name	Classification	Time Period	NRHP status		
VO09407	Elliot Plantation Complex	Archaeological district	British colonial; US territorial period	Eligible		
1.3.3 Cemeteries						
<p>Table 3 summarizes the 31 cemeteries within the APE that are recorded in the FMSF database. Six have been evaluated eligible for listing in the NRHP, while the remaining 25 have not been evaluated. One of the NRHP-eligible cemeteries, La Grange Cemetery (BR04541), is associated with the NRHP-listed La Grange Church (BR00454). Approximately half of the FMSF-recorded cemeteries within the APE serve African American and Native American populations. Eight are federally owned cemeteries associated with the Cape Canaveral Space Force Station, and at least seven are privately owned.</p> <p>NPS guidelines state that cemeteries are typically ineligible for listing in the NRHP; however, they may be eligible if they are associated with persons of outstanding historical importance or are connected to important historical events. The materials, design, and workmanship evident in grave markers and the organization of burial grounds may reflect unique perspectives of ethnic and cultural groups in ways that can contribute to the eligibility of a cemetery. Furthermore, the analysis of the effects of the undertaking will consider whether setting and feeling potentially contribute to the eligibility of the cemeteries within the APE, as these aspects of integrity may be disrupted by visual, audible, and vibratory effects of the undertaking.</p>						
Table 3. Recorded Cemeteries in the APE.						
Site	Site Name	Year Established	Ownership	Ethnicity	Status	NRHP Status
BR00186	Campbell-Jackson Cemetery	1913	Federal	African American	Maintained but not used	Not evaluated
BR00191	African American Graves/New Haulover 2	1880	Federal	African American	Maintained but not used	Not evaluated
BR00233	Cape Road Cemetery	ca. 1894	Federal	White, non-Hispanic	Abandoned	Not evaluated
BR00552	Historic Negro Cemetery	Unknown	Private-individual	African American	Abandoned	Not evaluated
BR01624	Emma Watton	ca. 1882	Federal	White, non-Hispanic	Maintained but not used	Not evaluated
BR01626	Crook/Watton	1915	Federal	White, non-Hispanic	Maintained but not used	Not evaluated
BR01631	Griffis	1897	Federal	White, non-Hispanic	Unspecified by surveyor	Not evaluated
BR01705	Pioneer Cemetery	ca. 1890	Private-community	White, non-Hispanic	Used	Eligible
BR01724	Hilltop Cemetery	ca. 1887	City	African American	Used	Eligible
BR01777	Cocoa Cemetery	ca. 1890	City	White,	Used	Eligible

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Site	Site Name	Year Established	Ownership	Ethnicity	Status	NRHP Status
				non-Hispanic		
BR01979	City Point Cemetery	1878	Private-Individual	African American, Native American, white, non-Hispanic	Maintained but not used	Not evaluated
BR02352	Fac. 77903-Burnham Family Cemetery	ca. 1866	Federal	White, non-Hispanic	Abandoned	Not evaluated
BR02354	Fac. 60201-Penny Family Cemetery	ca. 1890	Federal	White, non-Hispanic	Abandoned	Not evaluated
BR02355	Quarterman North	ca. 1920	Federal	White, non-Hispanic	Maintained but not used	Not evaluated
BR02356	Quarterman South	1869	Federal	White, non-Hispanic	Maintained but not used	Not evaluated
BR02357	Facility 6403-Osmon Grave	ca. 1913	Federal	White, non-Hispanic	Abandoned	Eligible
BR02358	Fac. 6405-Canaveral Fish Company Grave	1913	Federal	Other	Abandoned	Eligible
BR02401	White Lilly	ca. 1892	Private	African American	Used	Not evaluated
BR02406	Mt. Carmel Missionary Baptist Church Cem	ca. 1915	Unknown	African American	Unspecified by surveyor	Not evaluated
BR02411	Dennis Sawyer Cemetery	1956	Private	African American	Maintained but not used	Not evaluated
BR02785	Evergreen Memorial Cemetery	1942	Unknown	White, Non-Hispanic	Used	Not evaluated
BR02786	Canaveral Groves Cemetery	1884	County	White, Non-Hispanic	Used	Not evaluated
BR02808	Pinecrest Colored Cemetery	1949	Private-corporate/nonprofit	African American	Used	Not evaluated
BR03000	Pinecrest Cemetery	1929	Private-corporate/nonprofit	White, Non-Hispanic	Used	Not evaluated
BR03334	Fisher Plot	ca. 1884	Private-Individual	Other	Maintained but not used	Not evaluated
BR03366	Fac. 77901-Wilson Brothers Cemetery	ca. 1940	Federal	White, Non-Hispanic	Abandoned	Not evaluated
BR04310	Pluckebaum's Tomb	ca. 1937	Private	White, Non-Hispanic	Unspecified by surveyor	Not evaluated
BR04482	Davis Memorial Cemetery	1956	Unknown	African American	Unspecified by surveyor	Not evaluated
BR04541	La Grange Cemetery	1875	Unknown	Unknown	Used	Eligible
BR04574	Oak Ridge Cemetery	ca. 1916	Private-corporate/nonprofit	African American	Used	Not evaluated
BR04630	Georgiana Cemetery (aka Crooked Mile)	ca. 1884	Unknown	African American	Used	Not evaluated

1.3.4 Archaeological Sites

An archaeological property can be a precontact or postcontact district, site, structure or object. To be eligible for listing in the NRHP, an archaeological property should have local, state, or national significance, and qualities of integrity, which include location, design, setting, materials, workmanship, feeling and association (Little et al. 2000). Archaeological sites are usually eligible under NRHP Criterion D (yield or likely to yield important information), but they can be eligible under any of the criteria.

The FMSF database includes 465 previously recorded archaeological sites within the APE, including five submerged historic shipwrecks. Of these 465 previously recorded sites, one is listed in the NRHP, 40 have been evaluated eligible for listing in the NRHP, six have been evaluated potentially eligible for listing in the NRHP, and 122 have been evaluated ineligible for listing in the NRHP. The remaining 296 have not been evaluated for NRHP eligibility. As described above, the anticipated effects of the undertaking are limited to rare instances of physical damage to aboveground resources, as well as temporary visual, audible, or vibratory interruptions to historic setting and feeling. Most archaeological sites, consisting of scattered remains on or below the ground surface, are protected from vibration damage by the surrounding soil matrix (or by water in the case of maritime sites) and already lack integrity of setting and feeling. However, some archaeological sites may have preserved aboveground structural features. Furthermore, setting and feeling may be important aspects at sites that feature landscape elements, such as mounds or earthworks (Little et al. 2000:36). The 343 sites within the APE that are listed, eligible for listing, potentially eligible for listing, or have not been evaluated for NRHP eligibility were reviewed to identify those that potentially include these attributes. This review identified 103 sites, which are summarized below. The 122 sites previously found to be ineligible for listing in the NRHP presumably lack integrity, significant historical associations, or information potential; therefore impacts to these sites are not likely to be significant.

Table 4 summarizes the 103 archaeological sites that are eligible for listing, potentially eligible for listing, or have not been evaluated for NRHP listing and that also feature aboveground components or landscape features. Of these 103 sites, 43 are precontact Native American mounds, and the remaining 60 are the aboveground remains of houses, mills, historic forts, or other aboveground built structures. In total, 19 of the 103 archaeological sites summarized below are considered eligible for NRHP listing. Of these 19 sites, 15 are historic structures, which largely consist of aeronautical facilities, such as the Former NAA Control Tower Site (8BR03534) and Lighter-Than-Aircraft Factory (BR02477), and industrial facilities, such as the Ross Hammock Evaporation Plant (8VO00213) and Sugar Mill Ruins at Elliot Plantation (8VO00160). The remaining four are precontact burial mounds with associated midden deposits, including the Ross Hammock Mounds (8VO00131) and Haulover Sand Mound and Midden (A, B) (8BR01673).

Table 4. NRHP-Eligible and Unevaluated Archaeological Sites within the APE with Potential Aboveground or Landscape Features.

Site ID	Site Name	Site Type	NRHP Status
BR03279	Beachside Midden	Land (terrestrial)	Not evaluated
BR03335	Fac. 17200: Weather Theodolite Pad B	Building remains	Eligible

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Site ID	Site Name	Site Type	NRHP Status
BR03336	Fac. 1331: Telemetry ELSEE 12-110-PL	Building remains	Eligible
BR03337	Fac. 1333B:Beat-Beat DOVAP 14-110-PLM	Building remains	Eligible
BR03338	Fac. 1333A:Beat-Beat DOVAP 14-110-PR	Building remains	Eligible
BR03339	Fac. 1334: Telemetry ELSEE 12-110-PRS	Building remains	Eligible
BR03341	Facility 74610: Camera Pad	Building remains	Eligible
BR00009	Indian Mound Station	Precontact burial(s)	Eligible
BR00031	Unknown	Precontact mound(s)	Not evaluated
BR00062	Moore Mound	Precontact midden(s)	Not evaluated
BR00063	Sams Mound	Land (terrestrial)	Not evaluated
BR00065	Unknown	Precontact mound(s)	Not evaluated
BR00066	Unknown	Precontact mound(s)	Not evaluated
BR00069	Unknown	Precontact burial mound(s)	Not evaluated
BR00072	Fairyland/Honeymoon Hill	Precontact burial mound(s)	Not evaluated
BR00077	Nauman's Place	Precontact burial(s)	Not evaluated
BR00078	Dummett's Place	Building remains	Not evaluated
BR00078B	Dummett Homestead	Building remains	Potentially eligible
BR00083	De Soto Grove Burial Mound	Land (terrestrial)	Eligible
BR00084	Unknown	Historic fort	Not evaluated
BR00085	Burns	Habitation (precontact)	Not evaluated
BR00086	Holmes Mound	Building remains	Eligible
BR00087	Gulbransen Mound	Habitation (precontact)	Not evaluated
BR00088A	Hammock Mound A	Habitation (precontact)	Not evaluated
BR00088B	Hammock Mound B	Habitation (precontact)	Not evaluated
BR00088C	Hammock Mound C	Habitation (precontact)	Not evaluated
BR00089	Norris Mound	Habitation (precontact)	Not evaluated
BR00090	Fuller Mound A	Precontact burial mound(s)	Not evaluated
BR00091	Fuller Mound B	Precontact burial mound(s)	Not evaluated
BR00092	Fuller Mound C	Precontact mound(s)	Not evaluated
BR00093	Fuller Mound D	Precontact burial mound(s)	Not evaluated
BR00094	Fuller Mound E	Precontact mound(s)	Not evaluated
BR00095	Fuller Mound F	Precontact mound(s)	Not evaluated
BR00142	Butler Campbell's Mound	Precontact burial(s)	Not evaluated
BR00150	Oyster Prong Creek Mound	Precontact burial mound(s)	Not evaluated
BR00151	Unknown	Precontact burial mound(s)	Not evaluated
BR00156	Unknown	Precontact mound(s)	Not evaluated
BR00162	Fairyland Hill Burial Mound	Precontact burial mound(s)	Not evaluated
BR00175	Fort Ann	Historic fort	Not evaluated
BR00205	Max Hoeck Mound and Midden	Precontact midden(s)	Not evaluated
BR00206	Pepper Hammock	Campsite (precontact)	Not evaluated
BR00223	Quarterman	Building remains	Not evaluated
BR00234	Old Lighthouse	Building remains	Not evaluated
BR00238A	Canaveral Town Site B	Building remains	Not evaluated

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Site ID	Site Name	Site Type	NRHP Status
BR00238B	Canaveral Town Site C	Building remains	Not evaluated
BR00238C	Canaveral Town Site D	Building remains	Not evaluated
BR00238D	Canaveral Town Site E	Building remains	Not evaluated
BR00239	Stinktown and Jeffords	Building remains	Potentially eligible
BR00240	Hotel	Industrial	Not evaluated
BR00243	Pier Road Houses	House	Not evaluated
BR00243B	Pier Road Houses Site B	Building remains	Not evaluated
BR00243C	Pier Road Houses Site C	Building remains	Not evaluated
BR00540	Daigle Place	Building remains	Not evaluated
BR00544	Lopex Orchard	Building remains	Not evaluated
BR00567	UWF 3	Homestead	Not evaluated
BR01639	NS BR 4	Building remains	Not evaluated
BR01670	Haulover Canal Midden	Building remains	Not evaluated
BR01673	Haulover Sand Mound and Midden (A,B)	Precontact mound(s)	Eligible
BR02351	Murray Parcel	Farmstead	Not evaluated
BR02365	Fac. 1330B: Beat-Beat DOVAP 12-110-PLM	Building remains	Eligible
BR02396	Fac. 1343: East Compass Rose	Building remains	Eligible
BR02400	Ulumay Lagoon	Habitation (precontact)	Not evaluated
BR01855	Harry T. Moore Site	Building remains	Not evaluated
BR01872	Sam's Site	Agriculture/farm structure	Eligible
BR01933	Little Midden	Building remains	Eligible
BR01935	Lone Cistern	Building remains	Not evaluated
BR02052	Fac 1222 CZR Camera Pad U15R146	Building remains	Not evaluated
BR02053	Fac 36900: GLOTRAC Site	Building remains	Not evaluated
BR02054	Fac. 114-G: LC-25 Warning Horn Site	Building remains	Not evaluated
BR02055	Facility 1212-CZR Camera Site U36R175	Building remains	Not evaluated
BR02078	Pace's Landing	Building remains	Not evaluated
BR02160	FIM Van Site S-5	Building remains	Not evaluated
BR02161	Facility 1209-Rate Antenna Pad A	Building remains	Not evaluated
BR02165	Facility 289 - Flame Attenuation Site	Building remains	Not evaluated
BR02166	James W. Merchant Homestead	Building remains	Not evaluated
BR02167	Facility 1126: Telemetry ELSSE	Building remains	Not evaluated
BR02229	Clifton Schoolhouse	Agriculture/farm structure	Not evaluated
BR02477	Lighter-Than-Air Craft Factory	Building remains	Eligible
BR02507	Taylor House	Homestead	Not evaluated
BR02508	Hunters Camp	Building remains	Not evaluated
BR02509	Palm Hammock	Building remains	Not evaluated
BR02513	Facility 1390: Theodolite Tower 1.40	Building remains	Not evaluated
BR02514	Facility 1090 Security Police Bldg	Building remains	Not evaluated
BR02680	Klondike Beach Tower Ruins (2311.12)	Building remains	Not evaluated
BR03048	Old MacDonald's Farm	Farmstead	Not evaluated
BR03152	Clark Slough Earthwork	Precontact mound(s)	Not evaluated
BR03274	The Dunal Ridge Midden	Precontact mound(s)	Not evaluated
BR03534	Former NAA Control Tower Site	Building remains	Eligible
BR03998	CCAFS Facility 1430 - SHANICLE Building	Building remains	Not evaluated
IR00994	Sam Dale	Farmstead	Not evaluated
OR00008	Long Bluff 3	Precontact burial mound(s)	Not evaluated
OR10652	Streetman Cabin	Building remains	Not evaluated

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Site ID	Site Name	Site Type	NRHP Status
VO02599	Mosquito Lagoon House of Refuge	Building remains	Not evaluated
VO00112	Castle Windy Midden	Precontact burial(s)	Not evaluated
VO00129	Scobey Place	Precontact burial mound(s)	Not evaluated
VO00131	Ross Hammock-Mounds	Precontact burial mound(s)	Eligible
VO00148	Griffis Place	Precontact burial mound(s)	Not evaluated
VO00149	Oak Hill Mound	Campsite (precontact)	Not evaluated
VO00160	Sugar Mill Ruins – Elliot Plantation	Building remains	Eligible
VO00213	Ross Hammock – Evaporation Plant	Building remains	Eligible
VO05312	CANA 26	Specialized procurement site	Not evaluated
VO08887	V-1 Impoundment	Land-terrestrial	Not evaluated
VO08936	Voorhees Midden	Campsite (precontact)	Not evaluated

1.3.5 Linear Resources

The FMSF includes 49 linear resources within the APE, two of which are listed in the NRHP. Fifteen have been evaluated eligible for listing in the NRHP, 24 have been evaluated ineligible for listing in the NRHP, and eight have not been evaluated for listing in the NRHP (Table 5). The two NRHP-eligible linear resources within the APE are the Old Haulover Canal (8BR00188), which connects the Indian River to Mosquito Lagoon north of Merritt Island, and Crawlerway (8BR01689), which connects the Vehicle Assembly Building (BR01684) and two launch pads (BR01686 and BR01687) at Launch Complex 39 at the KSC. The 24 eligible or unevaluated linear resources include canals and associated structures ($n = 5$), railroads ($n = 5$), roads ($n = 8$), trails ($n = 3$), and paved runways ($n = 3$) associated with aeronautical facilities. These include some of the oldest roads on Merritt Island (8BR04227 and 8BR04228) and sections of the Hernandez Capron Trail (8BR01766 and BR01924), which was built in part to forcefully remove the Seminole from south Florida during the Second and Third Seminole Wars. The linear resources within the APE that are associated with modern transportation uses and industrial aeronautical facilities are engineered to withstand frequent impacts and are unlikely to be affected by the undertaking. Linear resources dating to earlier historic periods typically consist of features at or below the ground surface and often lack physical integrity, so they are unlikely to be affected by the undertaking.

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Table 5. Linear Resources within the APE that are NRHP-Listed, Eligible, or Unevaluated.

Site	Site Name	Classification	Date Established	NRHP status
BR04534	S Range Road Canal	Canal	Twentieth century	Not evaluated
BR00188	Old Haulover Canal	Canal	Late eighteenth–early nineteenth century	Listed
BR01689	Crawlerway	Runway	Late twentieth century	Listed
BR01766	Hernandez Trail	Trail	Mid-nineteenth century	Eligible
BR01870	Florida East Coast Railroad	Railroad	Early to mid nineteenth century	Eligible
BR01914	St. Johns Indian River RR/Tramway	Railroad	Nineteenth century	Eligible
BR01924	Old Dixie Highway	Road	Nineteenth century	Eligible
BR01987	Shuttle Landing Facility Runway	Runway	Late twentieth century	Eligible
BR02193	Magruder Road	Road	Late nineteenth–early twentieth century	Not evaluated
BR02230	New Smyrna to Haulover Canal Road	Road	Nineteenth century	Eligible
BR02258	New Haulover Canal	Canal	Nineteenth century	Not evaluated
BR02336	Facility 50305: Skid Strip	Runway	Mid to late twentieth century	Eligible
BR02363	Canaveral Beach Canal	Canal	Early twentieth century	Not evaluated
BR02544	Old Highway A-1-A	Road	Early twentieth century	Not evaluated
BR02931	NASA Railroad at Kennedy Space Center	Railroad	Mid to late twentieth century	Eligible
BR02932	NASA KSC Railroad System HD	Railroad	Mid to late twentieth century	Eligible
BR02936	Canaveral Lock	Lock	Mid to late twentieth century	Eligible
BR03051	Indian River Drive	Road	Nineteenth century	Not evaluated
BR04191	ICBM Road	Road	Mid-twentieth century	Eligible
BR04227	Homesteaders' Trail	Trail	ca. 1879	Eligible
BR04228	North Tropical Trail	Trail	ca. 1879	Eligible
BR04504	Pluckebaum Road Canal	Canal	1936–1943	Not evaluated
VO08606	Florida East Coast Railroad	Railroad	Nineteenth century	Eligible
VO08880	New Smyrna to Haulover Canal Road	Road	Nineteenth century	Eligible
VO09406	Plantation Road	Road	Nineteenth century	Not evaluated

1.3.6 Bridges

In total, 31 historic bridges are included in the FMSF database. Five of these historic bridges have been evaluated eligible for listing in the NRHP, 24 have been evaluated ineligible for listing in the NRHP, and the remaining two have not been evaluated for listing in the NRHP. A summary of NRHP-eligible and unevaluated historic bridges is provided in Table 6. The historic bridges within the APE were constructed in the twentieth century, and all but one are still in use. The four eligible bridges are located along roads that facilitate access to Merritt Island: two (BRO1699,

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BR02906) span the Indian River to the west, one spans the New Haulover Canal between the Indian River and Mosquito Lagoon to the north (BR02957), and the other spans the Banana River to the east of Merritt Island (BR02955). The eligible or unevaluated bridges within the APE are unlikely to be affected by the undertaking because they have been engineered for durability and frequent use by modern trains or motor vehicles; their construction dates range from 1948 to 1965.

Table 6. NHRP-Eligible and Unevaluated Historic Bridges within the APE.

Site	Site Name	Year Built	Ownership	Material	Status	NRHP Status
BR01699	Indian River Bridge	1948	County	Concrete, steel	Destroyed	Eligible
BR02906	Jay Jay Bridge	ca. 1963	Federal	Concrete, steel	In use	Eligible
BR02955	Banana River Bridge	1964	Federal	Steel	In use	Eligible
BR02957	Haulover Canal Bridge	1965	Federal	Steel	In use	Eligible
BR03015	Girard Blvd / Navigable Sykes Creek	1962	County	Concrete	In use	Not evaluated
VO10381	FDOT Bridge No. 790004	ca. 1956	State	Steel	In use	Not evaluated

1.4 PROPOSED APPROACH TO THE IDENTIFICATION OF PREVIOUSLY UNRECORDED HISTORIC PROPERTIES

This approach is designed to make a reasonable and good faith effort to identify historic properties within the APE that may be affected by the undertaking. Because the properties in the APE will include thousands of buildings and structures, identification efforts will focus on properties greater than 45 years of age, in areas that have not been surveyed within the last 10 years, and limited to those historic properties and potential historic properties that may reasonably be affected by the undertaking. Previously recorded resources that were determined ineligible for listing in the NRHP will be excluded from further identification and evaluation efforts.

Historic properties will be identified in two ways. First, NASA KSC, supported by SEARCH, will compile an inventory of previously recorded cultural resources within the APE that are listed in, eligible for, potentially eligible for, and unevaluated for listing in the NRHP. NASA KSC will use the FMSF database and Integrated Cultural Resource Management Plans from both KSC and the Cape Canaveral Space Force Station. Additionally, county property appraiser databases will be queried to identify unrecorded historic aboveground resources within the APE. As illustrated in Figure 3, parcel data contains built year information, which can be cross-referenced with recorded resources to identify parcels that contain structures 45 years old or older without recorded resources. Historic maps and aerial photographs will be used to examine land use and development changes over time, and a historic context will be developed for the APE. Data will be supplemented with information on unrecorded cultural resources provided by consulting

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parties and the public. The cumulative data will be used to develop a Geographic Information System heat map of the APE to identify areas with high concentrations of unrecorded structures that are 45 years old or older. These data sets will be used to identify and create a list of properties that will be subject to survey fieldwork. The preliminary inventory data are provided in this document.

Second, fieldwork will be conducted with three primary objectives:

- 1) Conduct a windshield survey guided by the heat map discussed above, in order to identify potential historic properties.
- 2) Complete FMSF documentation for potential historic properties identified during the windshield survey that have a reasonable possibility to be adversely affected by the undertaking. The architectural historians will identify and photograph potential historic properties that appear to embody historic significance established in the historic context. They will also identify and document the character-defining features that are indicative of NRHP eligibility and that may be susceptible to adverse effects, as discussed in Section 1.2. All newly recorded resources will be assumed NRHP-eligible, for the purposes of Section 106 consultation.
- 3) Revisit NRHP-listed or eligible historic properties that are individually eligible for the NRHP and that have with a reasonable possibility to be adversely affected to reassess their integrity.

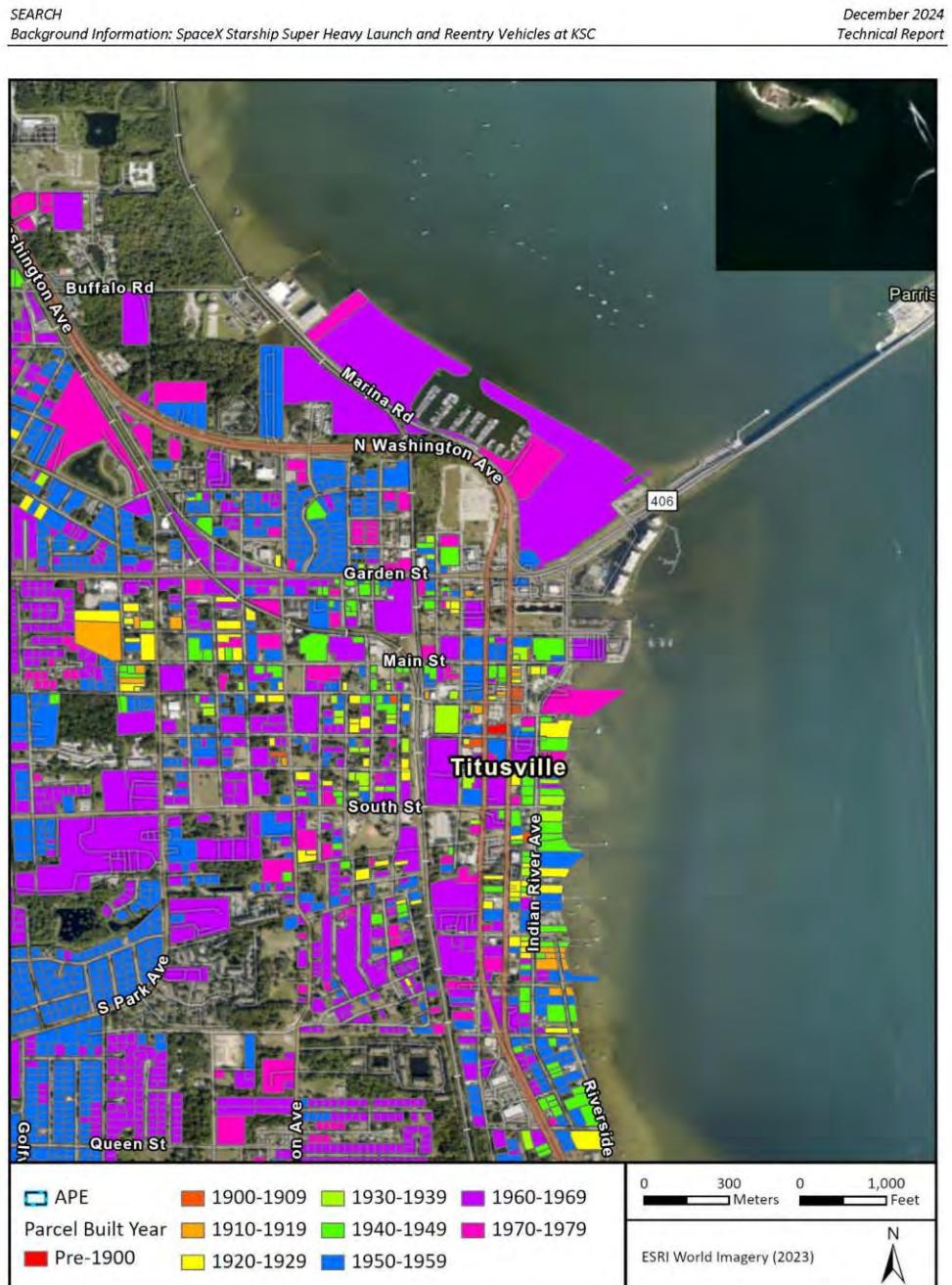


Figure 3. Brevard County parcel data illustrating variation in construction dates within and around Titusville, which lies within the APE.

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Cc: THPO Compliance; Long, Eva (FAA); Stacey.Zee@faa.gov; Amy.Hanson@faa.gov; Dankert, Donald J. (KSC-ST30)
Subject: [EXTERNAL] RE: Section 106 Consultation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida
Date: Wednesday, January 8, 2025 2:58:31 PM
Attachments: [NASA FAA STOF Tribal Cons Pkto Final.pdf](#)
[Enclosure 1_LC39A Infrastructure.pdf](#)
[Enclosure 2_Supplemental Information Technical Report.pdf](#)

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January 08, 2025

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Subject: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida
 THPO Compliance Tracking Number: 0034641

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments,
2. Please send all emails to THPOCompliance@semtribe.com,
3. Please reference the THPO Compliance Tracking Number if one has been assigned.

Dear Katherine Zeringue,

Thank you for contacting the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF THPO) Compliance Section regarding the SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida.

The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents that you

provided pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800). For us to complete our review we would like to respectfully request the following additional information:

- A copy of the report below that is referenced in SEARCH's 2024 Technical Memorandum (Enclosure 2: Supplemental Information Technical Report):
 - 2021 Nocerino, Eric S., Josh Smallwood, and Edward B. Yarborough
Rocket Engine Noise Effects on Cultural Resources: Addendum to the Section 106 Compliance Report for the Blue Origin Orbital Launch Site Project, Vandenberg Space Force Base, Santa Barbara, California. Prepared by Applied Earth Works, Inc. for Tetra Tech, November 2021.

We look forward to the delivery of the additional information requested. Please continue to consult with our office and feel free to contact us with any questions or concerns.

Sincerely,

Victoria L. Menchaca, MA, Compliance Analyst II
STO THPO, Compliance Section
Phone: 863-458-8195
Email: victoriamenchaca@semtribe.com

From: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Sent: Friday, December 20, 2024 4:48 PM
To: Chairman <Chairman@semtribe.com>
Cc: THPO Compliance <THPOCompliance@semtribe.com>; Danielle Simon <daniellesimon@semtribe.com>; Long, Eva (FAA) <Eva.Long@faa.gov>; Zee, Stacey (FAA) <Stacey.Zee@faa.gov>; Hanson, Amy (FAA) <Amy.Hanson@faa.gov>; Dankert, Donald J. (KSC-SIE30) <donald.j.dankert@nasa.gov>
Subject: Section 106 Consultation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida

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Dear Chairman Osceola,

The purpose of this letter is to initiate consultation under Section 106 of the National Historic Preservation Act of 1966 (NHPA) and to invite the Seminole Tribe of Florida to participate as a Consulting Party.

The National Aeronautics and Space Administration's Kennedy Space Center (NASA KSC) is initiating consultation with your office as part of the Federal Aviation Administration's (FAA) environmental review of the proposed action for the SpaceX Starship Super Heavy launch and reentry vehicles at Launch Complex-39A (LC-39A). While NASA is leading Section 106 consultation, the FAA is leading Government to Government consultation which will be covered in a separate letter sent from the FAA. Under the supervision of the FAA's Office of Commercial Space Transportation, SpaceX is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of proposed infrastructure construction, and ground, launch, and reentry operations associated with the Starship Super Heavy launch and reentry vehicles at LC-39A. Because SpaceX plans to apply to the FAA's Office of Commercial Space Transportation for a vehicle operator license for Starship Super Heavy, the EIS will conform to the FAA's National Environmental Policy Act (NEPA) implementing policy, FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, regarding the potential infrastructure construction, ground operations, launch, and reentry.

related impacts.

Description of the Undertaking

The undertaking involves issuance of a vehicle operator license by the FAA's Office of Commercial Space Transportation that will facilitate ground, launch, and reentry operations associated with the SpaceX Starship Super Heavy at LC-39A. Specifically, this would include up to 44 launches of Starship Super Heavy per year; return of the first stage booster to LC-39A; return of Starship to LC-39A; and construction of an air separation unit for liquid oxygen and liquid nitrogen, onsite natural gas liquefaction production and cryogenic liquid storage capability, roadway improvements, other associated infrastructure, and a catch tower (see **Enclosure 1**). Additional information is available on FAA's project website at: https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc/.

Area of Potential Effects

The area of potential effects (APE) considers any physical, visual, or auditory effects that the project may have on historic properties^[1]. As such, the APE has been developed to consider both a construction APE and an operational APE. The construction APE is limited within the existing boundaries of LC-39A. Additionally, it is anticipated that proposed new construction associated with the operation of the Starship Super Heavy will be compatible with the characteristic of other launch complex infrastructure and will not pose viewshed effects to historic properties. The operational APE considers the auditory effects of the Starship Super Heavy launch activity as well as the overpressure effects of the sonic boom generated during atmospheric reentry. FAA guidance stipulates consideration of a 130 decibel (dB) threshold for launch effects and a 2.0 pounds per square foot (psf) threshold for effects from the sonic boom. Based on this information, and previous research regarding rocket engine noise and vibration effects to structures, the APE was established as any area subjected to greater than or equal to 2.0 psf sonic booms (see **Enclosure 2, Figure 2**). This area also encompasses the 130 dB threshold for launch effects, as well as the construction APE.

Initial Identification of Historic Properties and Proposed Identification Efforts

The proposed identification approach is designed to make a reasonable and good faith effort to identify historic properties within the APE that may be affected by the undertaking. Effects related to construction will be limited within the footprint of LC-39A. This area has already been subject to survey and evaluation and will not require additional studies. The fieldwork and analysis will therefore focus on historic properties subject to the potential effects of elevated noise and vibrations associated with the undertaking.

The undertaking has the potential to affect historic properties from increased vibratory impacts. According to data provided by SpaceX, launch and reentry events are estimated to result in L_{max} levels of 130 dB and/or sonic boom impacts of 2 psf or higher within the APE. Archaeological resources consisting solely of either surface scatters or subsurface deposits are not likely to be affected by the vibratory effects of increased sonic boom exposure due to the protective qualities of the surrounding soil matrix. Similarly, underwater archaeological sites are unlikely to be affected. However, vibratory effects may be greater on historic age resources within the built environment. Architectural elements most susceptible to damage from launch and reentry vehicle noise include windows and, infrequently, plastered walls and ceilings. Vibration effects may be greatest to non-structural elements such as fragile glass and loose plaster/stone ornamentation. The enclosed memorandum provides additional information on this summation of the potential for vibratory effects on cultural resources (see **Enclosure 2**).

Previously Recorded Resources Within the APE

Historic properties within the construction APE include the Launch Complex 39 Pad A Historic District

(**8BR1686**) which is listed in the National Register of Historic Places (NRHP). The historic district is the first of two launch pads constructed by NASA in the 1960s to accommodate the Saturn V launch vehicle for Apollo missions and modified in the 1970s to accommodate the Space Shuttle Program. The historic district contains 23 extant contributing resources all used to support launch operations. One contributing resource, Launch Complex 39 Pad A (**8BR1995**), is also individually listed in the NRHP. No archaeological sites have been recorded or documented within LC-39A.

A preliminary assessment of the operational APE, using data contained in the Florida Master Site File (FMSF), identified 2,964 previously recorded resources, including 2,315 structures, 31 bridges, 465 archaeological sites, 31 cemeteries, and 122 resource groups. Of these, 35 properties are listed in the NRHP and 353 have been evaluated as eligible (see **Enclosure 2**).

Approach for the Identification of Historic Properties

In 2010, NASA KSC completed HAER documentation of the LC-39A historic district and its associated contributing resources. As such, LC-39A is well documented and no further identification or evaluation of LC-39A is proposed.

Identification efforts will focus on historic properties that may be subject to physical damage from elevated noise and vibrations as well as cultural resources whose setting and feeling may be affected by audible and acoustic effects during launch and reentry activities. This will include buildings and structures within the APE that were not specifically designed to withstand the concussive forces of launching and landing spacecraft. Additionally, there are specific types of cultural resources for which aspects of setting and feeling are more likely to represent important components of historic integrity. These types of cultural resources potentially include:

- Designed historic landscapes such as parks and gardens
- Rural historic landscapes with continuity in their traditional use (farming, hunting/fishing, sports/recreation)
- Historic districts
- Historic sites that feature outdoor spaces such as yards and plazas
- Cemeteries

Since the universe of properties in the APE will include many thousands of buildings and structures, identification efforts will focus on properties greater than 45 years of age, in areas that have not been surveyed within the last 10 years, and limited to historic properties and potential historic properties that may reasonably be affected by the undertaking. Previously recorded resources that were determined ineligible for listing in the NRHP will be excluded from further identification and evaluation efforts.

Historic properties will be identified in two ways. First, NASA KSC, supported by SEARCH, will compile an inventory of previously recorded cultural resources within the APE that are listed, eligible for listing, potentially eligible for listing, and unevaluated for listing in the NRHP. NASA KSC will use the FMSF database as well as the Integrated Cultural Resource Management Plans from both KSC and the Cape Canaveral Space Force Station. Additionally, county property appraiser databases will be queried to identify unrecorded historic aboveground resources within the APE. Parcel data contains built year information, which can be cross-referenced with recorded resources to identify parcels that contain structures 45 years old or older without recorded resources. Historic maps and aerial photographs will be used to examine land use and development changes over time, and a historic

context will be developed for the APE. Data will be further supplemented with information on unrecorded cultural resources provided by consulting parties and the public. The cumulative data will be used to develop a Geographic Information System heat map within the APE to identify areas with high concentrations of unrecorded structures that are 45 years old or older. These data sets will be used to identify and create a list of properties that will be subject to survey fieldwork. The preliminary inventory data are provided in Enclosure 2.

Second, fieldwork will be conducted with three primary objectives:

1. Conduct a windshield survey guided by the heat map discussed above, in order to identify potential historic properties.
2. Complete FMSF documentation for potential historic properties identified during the windshield survey that have a reasonable possibility to be adversely affected by the undertaking. The architectural historians will identify and photograph potential historic properties that appear to embody historic significance established in the historic context. They will also identify and document the character-defining features that are indicative of NRHP eligibility and that may be susceptible to adverse effects, as discussed in Section 1.2. All newly recorded resources will be assumed NRHP-eligible, for the purposes of Section 106 consultation.
3. Revisit NRHP-listed or eligible historic properties that are individually eligible for the NRHP and that have with a reasonable possibility to be adversely affected to reassess their integrity.

A technical report presenting the results of the identification of historic properties will be prepared and submitted to you for review.

Consultation

Please let me know if your Tribe would like to participate as a Consulting Party in the Section 106 process and if there are properties of religious or cultural importance to your Tribe within the Project Area. Early identification of Tribal concerns will allow NASA and FAA to consider ways to avoid and minimize potential impacts to Tribal resources and practices. Your timely response will greatly assist us in incorporating your comments into project planning.

If you have any questions or need further information on the project, please contact me at 321-867-8454 or via email at katherine.s.zeringue@nasa.gov.

Sincerely,
Katherine Zeringue
Cultural Resources Manager
John F. Kennedy Space Center
Spaceport Integration & Services
Environmental Management Branch, 5I-E3
Kennedy Space Center, FL 32899
321-867-8454



111 Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria. 36 CFR 800.16(l)(1)

From: Zeringue, Katherine S. (KSC-SIE30)
To: THPO.Compliance
Cc: Long, Eva (FAA); Hanson, Amy (FAA)
Subject: THPO Compliance Tracking Number: 0034641; Section 106 Consultation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida
Date: Friday, January 10, 2025 9:13:00 AM
Attachments: [Applied EarthWorks' Blue Origin Noise Report.pdf](#)

Good Morning,

As requested, attached is a copy of the report referenced in SEARCH's 2024 Technical Memorandum (Enclosure 2: Supplemental Information Technical Report) :

- o 2021 Nocerino, Eric S., Josh Smallwood, and Edward B. Yarborough
Rocket Engine Noise Effects on Cultural Resources: Addendum to the Section 106 Compliance Report for the Blue Origin Orbital Launch Site Project, Vandenberg Space Force Base, Santa Barbara, California. Prepared by Applied Earth Works, Inc. for Tetra Tech, November 2021.

If there is anything else I can provide to assist in your understanding or review of the project, please let me know.

Sincerely,

Katherine Zeringue
Cultural Resources Manager
John F. Kennedy Space Center
Spaceport Integration & Services
Environmental Management Branch, SI-E3
Kennedy Space Center, FL 32899
321-867-8454



From: Victoria Menchaca <VictoriaMenchaca@semtribe.com>
Sent: Wednesday, January 8, 2025 2:57 PM
To: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Cc: THPO Compliance <THPOCompliance@semtribe.com>; Long, Eva (FAA) <Eva.Long@faa.gov>; Stacey.Zee@faa.gov; Amy.Hanson@faa.gov; Dankert, Donald J. (KSC-SIE30) <donald.j.dankert@nasa.gov>
Subject: [EXTERNAL] RE: Section 106 Consultation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida

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January 08, 2025

Katherine Zeringue
 Cultural Resources Manager
 John F. Kennedy Space Center
 Spaceport Integration & Services
 Environmental Management Branch, SI-E3
 Kennedy Space Center, FL 32899
 Phone: 321-867-8454
 Email: katherine.s.zeringue@nasa.gov

Subject: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida
 THPO Compliance Tracking Number: 0034641

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments,
2. Please send all emails to THPOCompliance@semtribe.com,
3. Please reference the THPO Compliance Tracking Number if one has been assigned.

Dear Katherine Zeringue,

Thank you for contacting the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF THPO) Compliance Section regarding the SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida.

The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents that you provided pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800). For us to complete our review we would like to respectfully request the following additional information:

- A copy of the report below that is referenced in SEARCH's 2024 Technical Memorandum (Enclosure 2: Supplemental Information Technical Report):
 - 2021 Nocerino, Eric S., Josh Smallwood, and Edward B. Yarborough
 Rocket Engine Noise Effects on Cultural Resources: Addendum to the Section 106 Compliance Report for the Blue Origin Orbital Launch Site Project, Vandenberg Space Force Base, Santa Barbara, California. Prepared by Applied Earth Works, Inc. for Tetra Tech, November 2021.

We look forward to the delivery of the additional information requested. Please continue to consult with our office and feel free to contact us with any questions or concerns.

Sincerely,

Victoria L. Menchaca, MA, Compliance Analyst II
STOF THPO, Compliance Section
Phone: 863-458-8195
Email: vicotoriamenchaca@semtribe.com

From: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Sent: Friday, December 20, 2024 4:48 PM
To: Chairman <Chairman@semtribe.com>
Cc: THPO Compliance <THPOCompliance@semtribe.com>; Danielle Simon <daniellesimon@semtribe.com>; Long, Eva (FAA) <Eva.Long@faa.gov>; Zee, Stacey (FAA) <Stacey.Zee@faa.gov>; Hanson, Amy (FAA) <Amy.Hanson@faa.gov>; Dankert, Donald J. (KSC-SIE30) <donald.j.dankert@nasa.gov>
Subject: Section 106 Consultation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida

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Dear Chairman Osceola,

The purpose of this letter is to initiate consultation under Section 106 of the National Historic Preservation Act of 1966 (NHPA) and to invite the Seminole Tribe of Florida to participate as a Consulting Party.

The National Aeronautics and Space Administration's Kennedy Space Center (NASA KSC) is initiating consultation with your office as part of the Federal Aviation Administration's (FAA) environmental review of the proposed action for the SpaceX Starship Super Heavy launch and reentry vehicles at Launch Complex-39A (LC-39A). While NASA is leading Section 106 consultation, the FAA is leading Government to Government consultation which will be covered in a separate letter sent from the FAA. Under the supervision of the FAA's Office of Commercial Space Transportation, SpaceX is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of proposed infrastructure construction, and ground, launch, and reentry operations associated with the Starship Super Heavy launch and reentry vehicles at LC-39A. Because SpaceX plans to apply to the FAA's Office of Commercial Space Transportation for a vehicle operator license for Starship Super Heavy, the EIS will conform to the FAA's National Environmental Policy Act (NEPA) implementing policy, FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, regarding the potential infrastructure construction, ground operations, launch, and reentry related impacts.

Description of the Undertaking

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A technical report presenting the results of the identification of historic properties will be prepared and submitted to you for review.

Consultation

Please let me know if your Tribe would like to participate as a Consulting Party in the Section 106 process and if there are properties of religious or cultural importance to your Tribe within the Project Area. Early identification of Tribal concerns will allow NASA and FAA to consider ways to avoid and minimize potential impacts to Tribal resources and practices. Your timely response will greatly assist us in incorporating your comments into project planning.

If you have any questions or need further information on the project, please contact me at 321-867-8454 or via email at katherine.zeringue@nasa.gov.

Sincerely,

Katherine Zeringue

Cultural Resources Manager

John F. Kennedy Space Center

Spaceport Integration & Services

Environmental Management Branch, SI-E3

Kennedy Space Center, FL 32899

321-867-8454



¹¹¹ Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria. 36 CFR 800.16(l)(1)

From: [Victoria Menchaca](#)
To: [Zeringue, Katherine S. \(KSC-SI-E30\)](#)
Cc: [Long, Eva \(FAA\); Amy.Hanson@faa.gov](#); THPO Compliance
Subject: [EXTERNAL] RE: THPO Compliance Tracking Number: 0034641: Section 106 Consultation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida
Date: Thursday, January 30, 2025 4:19:50 PM

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 THPO WEBSITE: WWW.STOFTHPO.COM



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NAOMI R. WILSON
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PETER A. HAHN
 TREASURER

January 30, 2025

Katherine Zeringue
 Cultural Resources Manager
 John F. Kennedy Space Center
 Spaceport Integration & Services
 Environmental Management Branch, SI-E3
 Kennedy Space Center, FL 32899
 Phone: 321-867-8454
 Email: katherine.s.zeringue@nasa.gov

Subject: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida
 THPO Compliance Tracking Number: 0034641

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments,
2. Please send all emails to THPOCompliance@semtribe.com,
3. Please reference the THPO Compliance Tracking Number if one has been assigned.

Dear Katherine Zeringue:

Thank you for contacting the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF THPO) Compliance Section regarding the SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida.

The proposed undertaking does fall within the STOF Area of Interest. Therefore, we would like to accept your invitation to consult on this project pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800). Our preferred methods of engagement are written correspondence and

supplemental virtual and/or in-person Government-to-Government consultations. It is our hope that any formal engagement with our office will facilitate meaningful discussion and integrate Indigenous Traditional Ecological Knowledge (ITEK), and general comments, into project design/implementation.

Written notifications/correspondences should be submitted to THPOCompliance@semtribe.com and the following contacts/STOF personnel:

- Danielle Simon (DanielleSimon@semtribe.com), THPO Compliance Manager
- Victoria Menchaca (VictoriaMenchaca@semtribe.com), THPO Compliance Analyst II

Please continue to consult with our office and feel free to contact us with any questions or concerns.

Sincerely,
Victoria L. Menchaca, MA, Compliance Analyst II
STOF THPO, Compliance Section
Phone: 863-458-8195
Email: victoriamenchaca@semtribe.com

From: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Sent: Friday, January 10, 2025 9:13 AM
To: THPO Compliance <THPOCompliance@semtribe.com>
Cc: Long, Eva (FAA) <Eva.Long@faa.gov>; Hanson, Amy (FAA) <Amy.Hanson@faa.gov>
Subject: THPO Compliance Tracking Number: 0034641: Section 106 Consultation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida

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Good Morning.

As requested, attached is a copy of the report referenced in SEARCH's 2024 Technical Memorandum (Enclosure 2: Supplemental Information Technical Report) :

- 2021 Nocerino, Eric S., Josh Smallwood, and Edward B. Yarborough
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If there is anything else I can provide to assist in your understanding or review of the project, please let me know.

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Katherine Zeringue
Cultural Resources Manager
John F. Kennedy Space Center
Spaceport Integration & Services
Environmental Management Branch, SI-E3
Kennedy Space Center, FL 32899
321-867-8454



From: Victoria Menchaca <VictoriaMenchaca@semtribe.com>
Sent: Wednesday, January 8, 2025 2:57 PM
To: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Cc: THPO Compliance <THPOCompliance@semtribe.com>; Long, Eva (FAA) <Eva.Long@faa.gov>;
Stacey.Zee@faa.gov; Amy.Hanson@faa.gov; Dankert, Donald J. (KSC-SIE30) <donald.j.dankert@nasa.gov>
Subject: [EXTERNAL] RE: Section 106 Consultation: SpaceX Starship Super Heavy Launch and Reentry
 Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida

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 PETER A. HAHN
 TREASURER

January 08, 2025

Katherine Zeringue
 Cultural Resources Manager
 John F. Kennedy Space Center
 Spaceport Integration & Services
 Environmental Management Branch, SI-E3
 Kennedy Space Center, FL 32899
 Phone: 321-867-8454
 Email: katherine.s.zeringue@nasa.gov

Subject: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center,
 Cape Canaveral, Florida
 THPO Compliance Tracking Number: 0034641

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- A copy of the report below that is referenced in SEARCH's 2024 Technical Memorandum (Enclosure 2: Supplemental Information Technical Report):
 - 2021 Nocerino, Eric S., Josh Smallwood, and Edward B. Yarborough
Rocket Engine Noise Effects on Cultural Resources: Addendum to the Section 106 Compliance Report for the Blue Origin Orbital Launch Site Project, Vandenberg Space Force Base, Santa Barbara, California. Prepared by Applied Earth Works, Inc. for Tetra Tech, November 2021.

We look forward to the delivery of the additional information requested. Please continue to consult with our office and feel free to contact us with any questions or concerns.

Sincerely,

Victoria L. Menchaca, MA, Compliance Analyst II
STOF THPO, Compliance Section
Phone: 863-458-8195
Email: victoriamenchaca@semtribe.com

From: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Sent: Friday, December 20, 2024 4:48 PM
To: Chairman <Chairman@semtribe.com>
Cc: THPO Compliance <THPOCompliance@semtribe.com>; Danielle Simon <daniellesimon@semtribe.com>; Long, Eva (FAA) <Eva.Long@faa.gov>; Zee, Stacey (FAA) <Stacey.Zee@faa.gov>; Hanson, Amy (FAA) <Amy.Hanson@faa.gov>; Dankert, Donald J. (KSC-SIE30) <donald.j.dankert@nasa.gov>
Subject: Section 106 Consultation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Chairman Osceola,

The purpose of this letter is to initiate consultation under Section 106 of the National Historic Preservation Act of 1966 (NHPA) and to invite the Seminole Tribe of Florida to participate as a Consulting Party.

The National Aeronautics and Space Administration's Kennedy Space Center (NASA KSC) is initiating consultation with your office as part of the Federal Aviation Administration's (FAA) environmental review of the proposed action for the SpaceX Starship Super Heavy launch and reentry vehicles at Launch Complex-39A (LC 39A). While NASA is leading Section 106 consultation, the FAA is leading Government to

Government consultation which will be covered in a separate letter sent from the FAA. Under the supervision of the FAA's Office of Commercial Space Transportation, SpaceX is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of proposed infrastructure construction, and ground, launch, and reentry operations associated with the Starship Super Heavy launch and reentry vehicles at LC-39A. Because SpaceX plans to apply to the FAA's Office of Commercial Space Transportation for a vehicle operator license for Starship Super Heavy, the EIS will conform to the FAA's National Environmental Policy Act (NEPA) implementing policy, FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, regarding the potential infrastructure construction, ground operations, launch, and reentry-related impacts.

Description of the Undertaking

The undertaking involves issuance of a vehicle operator license by the FAA's Office of Commercial Space Transportation that will facilitate ground, launch, and reentry operations associated with the SpaceX Starship Super Heavy at LC-39A. Specifically, this would include up to 44 launches of Starship Super Heavy per year; return of the first stage booster to LC-39A; return of Starship to LC-39A; and construction of an air separation unit for liquid oxygen and liquid nitrogen, onsite natural gas liquefaction production and cryogenic liquid storage capability, roadway improvements, other associated infrastructure, and a catch tower (see **Enclosure 1**). Additional information is available on FAA's project website at: https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc/.

Area of Potential Effects

The area of potential effects (APE) considers any physical, visual, or auditory effects that the project may have on historic properties¹¹¹. As such, the APE has been developed to consider both a construction APE and an operational APE. The construction APE is limited within the existing boundaries of LC-39A. Additionally, it is anticipated that proposed new construction associated with the operation of the Starship Super Heavy will be compatible with the characteristic of other launch complex infrastructure and will not pose viewshed effects to historic properties. The operational APE considers the auditory effects of the Starship Super Heavy launch activity as well as the overpressure effects of the sonic boom generated during atmospheric reentry. FAA guidance stipulates consideration of a 130 decibel (dB) threshold for launch effects and a 2.0 pounds per square foot (psf) threshold for effects from the sonic boom. Based on this information, and previous research regarding rocket engine noise and vibration effects to structures, the APE was established as any area subjected to greater than or equal to 2.0 psf sonic booms (see **Enclosure 2, Figure 2**). This area also encompasses the 130 dB threshold for launch effects, as well as the construction APE.

Initial Identification of Historic Properties and Proposed Identification Efforts

The proposed identification approach is designed to make a reasonable and good faith effort to identify historic properties within the APE that may be affected by the undertaking. Effects related to construction will be limited within the footprint of LC-39A. This area has already been subject to survey and evaluation and will not require additional studies. The fieldwork and analysis will therefore focus on historic properties subject to the potential effects of elevated noise and vibrations associated with the undertaking.

The undertaking has the potential to affect historic properties from increased vibratory impacts. According to data provided by SpaceX, launch and reentry events are estimated to result in Lmax levels of 130 dB and/or sonic boom impacts of 2 psf or higher within the APE. Archaeological resources consisting solely of either surface scatters or subsurface deposits are not likely to be affected by the vibratory effects of increased sonic boom exposure due to the protective qualities of the surrounding soil matrix. Similarly, underwater archaeological sites are unlikely to be affected. However, vibratory effects may be greater on

historic age resources within the built environment. Architectural elements most susceptible to damage from launch and reentry vehicle noise include windows and, infrequently, plastered walls and ceilings. Vibration effects may be greatest to non-structural elements such as fragile glass and loose plaster/stone ornamentation. The enclosed memorandum provides additional information on this summation of the potential for vibratory effects on cultural resources (see **Enclosure 2**).

Previously Recorded Resources Within the APE

Historic properties within the construction APE include the Launch Complex 39 Pad A Historic District (**8BR1686**) which is listed in the National Register of Historic Places (NRHP). The historic district is the first of two launch pads constructed by NASA in the 1960s to accommodate the Saturn V launch vehicle for Apollo missions and modified in the 1970s to accommodate the Space Shuttle Program. The historic district contains 23 extant contributing resources all used to support launch operations. One contributing resource, Launch Complex 39 Pad A (**8BR1995**), is also individually listed in the NRHP. No archaeological sites have been recorded or documented within LC-39A.

A preliminary assessment of the operational APE, using data contained in the Florida Master Site File (FMSF), identified 2,964 previously recorded resources, including 2,315 structures, 31 bridges, 465 archaeological sites, 31 cemeteries, and 122 resource groups. Of these, 35 properties are listed in the NRHP and 353 have been evaluated as eligible (see **Enclosure 2**).

Approach for the Identification of Historic Properties

In 2010, NASA KSC completed HAER documentation of the LC-39A historic district and its associated contributing resources. As such, LC-39A is well documented and no further identification or evaluation of LC-39A is proposed.

Identification efforts will focus on historic properties that may be subject to physical damage from elevated noise and vibrations as well as cultural resources whose setting and feeling may be affected by audible and acoustic effects during launch and reentry activities. This will include buildings and structures within the APE that were not specifically designed to withstand the concussive forces of launching and landing spacecraft. Additionally, there are specific types of cultural resources for which aspects of setting and feeling are more likely to represent important components of historic integrity. These types of cultural resources potentially include:

- Designed historic landscapes such as parks and gardens
- Rural historic landscapes with continuity in their traditional use (farming, hunting/fishing, sports/recreation)
- Historic districts
- Historic sites that feature outdoor spaces such as yards and plazas
- Cemeteries

Since the universe of properties in the APE will include many thousands of buildings and structures, identification efforts will focus on properties greater than 45 years of age, in areas that have not been surveyed within the last 10 years, and limited to historic properties and potential historic properties that may reasonably be affected by the undertaking. Previously recorded resources that were determined ineligible for listing in the NRHP will be excluded from further identification and evaluation efforts.

Historic properties will be identified in two ways. First, NASA KSC, supported by SEARCH, will compile an inventory of previously recorded cultural resources within the APE that are listed, eligible for

listing, potentially eligible for listing, and unevaluated for listing in the NRHP. NASA KSC will use the FMSF database as well as the Integrated Cultural Resource Management Plans from both KSC and the Cape Canaveral Space Force Station. Additionally, county property appraiser databases will be queried to identify unrecorded historic aboveground resources within the APE. Parcel data contains built year information, which can be cross-referenced with recorded resources to identify parcels that contain structures 45 years old or older without recorded resources. Historic maps and aerial photographs will be used to examine land use and development changes over time, and a historic context will be developed for the APE. Data will be further supplemented with information on unrecorded cultural resources provided by consulting parties and the public. The cumulative data will be used to develop a Geographic Information System heat map within the APE to identify areas with high concentrations of unrecorded structures that are 45 years old or older. These data sets will be used to identify and create a list of properties that will be subject to survey fieldwork. The preliminary inventory data are provided in Enclosure 2.

Second, fieldwork will be conducted with three primary objectives:

1. Conduct a windshield survey guided by the heat map discussed above, in order to identify potential historic properties.
2. Complete FMSF documentation for potential historic properties identified during the windshield survey that have a reasonable possibility to be adversely affected by the undertaking. The architectural historians will identify and photograph potential historic properties that appear to embody historic significance established in the historic context. They will also identify and document the character-defining features that are indicative of NRHP eligibility and that may be susceptible to adverse effects, as discussed in Section 1.2. All newly recorded resources will be assumed NRHP-eligible, for the purposes of Section 106 consultation.
3. Revisit NRHP-listed or eligible historic properties that are individually eligible for the NRHP and that have with a reasonable possibility to be adversely affected to reassess their integrity.

A technical report presenting the results of the identification of historic properties will be prepared and submitted to you for review.

Consultation

Please let me know if your Tribe would like to participate as a Consulting Party in the Section 106 process and if there are properties of religious or cultural importance to your Tribe within the Project Area. Early identification of Tribal concerns will allow NASA and FAA to consider ways to avoid and minimize potential impacts to Tribal resources and practices. Your timely response will greatly assist us in incorporating your comments into project planning.

If you have any questions or need further information on the project, please contact me at 321-867-8454 or via email at katherine.s.zeringue@nasa.gov.

Sincerely,
Katherine Zeringue

Cultural Resources Manager
John F. Kennedy Space Center
Spaceport Integration & Services
Environmental Management Branch, SI-E3
Kennedy Space Center, FL 32899
321-867-8454



11. Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria. 36 CFR 800.16(l)(1)

From: [Jeffery Harjo](#)
To: [Zeringue, Katherine S. \(KSC-SIE30\)](#)
Subject: [EXTERNAL] Re: Section 106 Consultation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida
Date: Friday, January 17, 2025 3:43:50 PM

I remember reading the documents and am glad you jogged my memory. I am looking forward to our visit.

Thank you,

Jeff Harjo, BA
Director, Historic Preservation Office
Seminole Nation of Oklahoma
PO Box 1498
Wewoka, OK 74884-1498

Office: 405.648.5996
Mobile: 405.788.5913

From: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Sent: Friday, January 17, 2025 2:21 PM
To: Jeffery Harjo <harjo.je@sno-nsn.gov>
Cc: Zee, Stacey (FAA) <Stacey.Zee@faa.gov>; Hanson, Amy (FAA) <Amy.Hanson@faa.gov>; Long, Eva (FAA) <Eva.Long@faa.gov>
Subject: Section 106 Consultation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida

Good Afternoon Mr. Harjo,

Thank you for speaking with me this afternoon. As discussed, below and attached are materials sent to the Seminole Nation of Oklahoma recently. I look forward to your visit on January 31, 2025. In the meantime, if you have any questions, please let me know.

Sincerely,
Katherine Zeringue
Cultural Resources Manager
John F. Kennedy Space Center
Spaceport Integration & Services
Environmental Management Branch, SI-E3
Kennedy Space Center, FL 32899
321-867-8454



From: Zeringue, Katherine S. (KSC-SIE30)
Sent: Friday, December 20, 2024 4:55 PM
To: chief@sno-nsn.gov
Cc: yahola.b@sno-nsn.gov; Zee, Stacey (FAA) <Stacey.Zee@faa.gov>; Hanson, Amy (FAA) <Amy.Hanson@faa.gov>; Long, Eva (FAA) <Eva.Long@faa.gov>; Dankert, Donald J. (KSC-SIE30) <donald.j.dankert@nasa.gov>
Subject: Section 106 Consultation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center, Cape Canaveral, Florida

Dear Chief Johnson,

The purpose of this letter is to initiate consultation under Section 106 of the National Historic Preservation Act of 1966 (NHPA) and to invite the Seminole Nation of Oklahoma to participate as a Consulting Party.

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Geographic Information System heat map within the APE to identify areas with high concentrations of unrecorded structures that are 45 years old or older. These data sets will be used to identify and create a list of properties that will be subject to survey fieldwork. The preliminary inventory data are provided in Enclosure 2.

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A technical report presenting the results of the identification of historic properties will be prepared and submitted to you for review.

Consultation

Please let me know if your Tribe would like to participate as a Consulting Party in the Section 106 process and if there are properties of religious or cultural importance to your Tribe within the Project Area. Early identification of Tribal concerns will allow NASA and FAA to consider ways to avoid and minimize potential impacts to Tribal resources and practices. Your timely response will greatly assist us in incorporating your comments into project planning.

If you have any questions or need further information on the project, please contact me at 321-867-8454 or via email at katherine.s.zeringue@nasa.gov.

Sincerely,
Katherine Zeringue
Cultural Resources Manager
John F. Kennedy Space Center
Spaceport Integration & Services
Environmental Management Branch, SI-E3
Kennedy Space Center, FL 32899
321-867-8454



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From: Zeringue, Katherine S. (KSC-SIE30)
To: Jason_Daniel
Subject: RE: [EXTERNAL] Telephone follow-up
Date: Monday, January 27, 2025 2:57:00 PM
Attachments: Applied EarthWorks" Blue Origin Noise Report.pdf, Launch Trajectories_Atlantic Ocean (002).pdf, Landing Trajectories_Atlantic Ocean and GOM (002).pdf

Good Afternoon Jason,

In answer to your questions, I'm forwarding you additional information regarding a study looking at the effects of rocket noise/vibration on archaeological sites in California. This report was referenced in the Section 106 materials that we sent out, but not provided in full. The conclusions of that report is that the soil matrix is protective and no concerns related to the stability of archaeological sites was noted.

I have also attached both the launch and landing trajectories. All launches will head out over water. Landings are expected to traverse across the state of Florida back to Launch Complex 39A.

If there is anything else you need, please let me know.

Sincerely,
Katherine Zeringue
Cultural Resources Manager
John F. Kennedy Space Center
Spaceport Integration & Services
Environmental Management Branch, SI-E3
Kennedy Space Center, FL 32899
321-867-8454



From: Jason Daniel <JasonD@miccosukeetribe.com>
Sent: Friday, January 24, 2025 7:51 AM
To: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Subject: Re: [EXTERNAL] Telephone follow-up

CAUTION: This email originated from outside of NASA. Please take care when clicking links or opening attachments. Use the "Report Message" button to report suspicious messages to the NASA SDC.

Good morning, Katherine,

I apologize for the delayed response this week following our phone conversation. Thanks again for

reaching out.

Regarding the SpaceX material, we do have a few questions. For the mention of vibrations, I read what is contained in the report, and we were wondering, is there any way of quantifying what level of vibrations reaches possible resources underground, or is that level more or less negligible because of the soil matrix? Related to this first question, and continuing what we discussed on the phone re: buried resources versus buildings, are there any particular reasons your agency thinks we should be concerned about the sound and vibration in relation to cultural resources?

Finally, do you also have information about the direction of these launches? For example, do they fly inland, or do they all launch over the sea, or is there variation? This could be a potential cultural concern, depending on the answer.

Thank you for your time,

Jason

Jason M. Daniel, Ph.D.

Tribal Historic Preservation Officer (THPO)
Miccosukee Tribe of Indians of Florida
P.O. Box 440021 | Miami FL 33144
Office: 305.223.8380, ext. 6061 | Mobile: 786.810.7981

Sent from my iPhone

On Jan 16, 2025, at 16:11, Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov> wrote:

No worries. Thanks for letting me know.

Katherine Zeringue
Cultural Resources Manager
John F. Kennedy Space Center
Spaceport Integration & Services
Environmental Management Branch, SI-E3
Kennedy Space Center, FL 32899
321-867-8454

<image001.jpg>

From: Jason Daniel <JasonD@miccosukeetribe.com>

Sent: Thursday, January 16, 2025 3:58 PM
To: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Subject: [EXTERNAL] Telephone follow-up

CAUTION: This email originated from outside of NASA. Please take care when clicking links or opening attachments. Use the "Report Message" button to report suspicious messages to the NASA SOC.

Good afternoon, Katherine,

Thanks again for reaching out yesterday to inquire whether the Miccosukee Tribe has any questions about recent communications. I'm not going to be able to gather today the information we discussed on the phone. I will have to be in touch again the beginning of next week, so I will email or call you on Tuesday (since Monday is a holiday).

Thanks,

Jason

Jason M. Daniel, Ph.D.

Tribal Historic Preservation Officer (THPO)
Miccosukee Tribe of Indians of Florida
P.O. Box 440021 | Miami FL 33144
Office: 305.223.8380, ext. 6061 | Mobile: 786.810.7981

Sent from my iPhone

From: [Logan Guthrie](#)
To: [Zeringue, Katherine S. \(KSC-SIE30\)](#)
Subject: Re: [EXTERNAL] Re: Tribal Specific Meeting - NASA KSC SpaceX Starship Superheavy
Date: Thursday, June 19, 2025 10:05:46 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Outlook-lcdz1prz.png](#)

CAUTION: This email originated from outside of NASA. Please take care when clicking links or opening attachments. Use the "Report Message" button to report suspicious messages to the NASA SOC.

Hi Katherine,

No, we do not need to be included on these, thank you. As of June this project no longer falls within our area of historic interest. Please feel free to contact me if you have any questions regarding this.

Mvto,

Logan Guthrie, MA

Cultural Technician
 Historic and Cultural Preservation Department
 The Muscogee (Creek) Nation
 P.O. Box 580 | Okmulgee, OK 74447
 T 918.732.7759 | F 918.758.0649
lguthrie@muscogeenation.com
<https://www.muscogeenation.com/>



From: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Sent: Tuesday, May 27, 2025 5:47 PM
To: Logan Guthrie <lguthrie@muscogeenation.com>
Cc: Savannah Waters <cwaters@muscogeenation.com>
Subject: RE: [EXTERNAL] Re: Tribal Specific Meeting - NASA KSC SpaceX Starship Superheavy

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Logan,

Thank you for this information. Do you still want to be sent project materials and communications for informational purposes or would you prefer to not receive any additional communications about this project?

Sincerely,



Katherine Zeringue
Cultural Resources Manager
Spaceport Integration and Services
Kennedy Space Center
Mail Code: SI-E3
Kennedy Space Center, FL 32899
O: 321-867-8454
katherine.s.zeringue@nasa.gov

From: Logan Guthrie <lguthrie@muscogeenation.com>
Sent: Tuesday, May 27, 2025 4:53 PM
To: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Cc: Savannah Waters <swaters@muscogeenation.com>
Subject: [EXTERNAL] Re: Tribal Specific Meeting - NASA KSC SpaceX Starship Superheavy

CAUTION: This email originated from outside of NASA. Please take care when clicking links or opening attachments. Use the "Report Message" button to report suspicious messages to the NASA SOC.

Good afternoon Katherine,

I apologize that neither I nor Dr. Savannah Waters (THPO) could attend the meeting, as we had a conflict with an in-person consultation at the same time. Thank you for all of the information regarding the project. After discussion within our Historical and Cultural Preservation Department, the Muscogee Nation has decided to defer to Seminole Tribe of Florida and Miccosukee regarding this project. Please do not hesitate to contact me directly if you have any questions regarding our response.

Myto,

Logan Guthrie, MA
Cultural Technician
Historic and Cultural Preservation Department
The Muscogee (Creek) Nation
P.O. Box 580 | Okmulgee, OK 74447
T 918.732.7759 | F 918.758.0649
lguthrie@muscogeenation.com
<https://www.muscogeenation.com/>



From: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Sent: Monday, May 19, 2025 4:08 PM
To: Long, Eva (FAA) <Eva.Long@faa.gov>; Hanson, Amy (FAA) <Amy.Hanson@faa.gov>; Tim Parsons <tim.parsons@searchinc.com>; Bill Werner <Bill.Werner@searchinc.com>; Akstulewicz, Kevin D. [US-US] <KEVIN.D.AKSTULEWICZ@leidos.com>; Austin, Jay K. [US-US]

<JOHN.K.AUSTIN@leidos.com>; thpocompliance@semtribe.com <thpocompliance@semtribe.com>;
DanielleSimon@semtribe.com <DanielleSimon@semtribe.com>; VictoriaMenchaca@semtribe.com
 <VictoriaMenchaca@semtribe.com>; JasonD@miccosukeetribe.com
 <JasonD@miccosukeetribe.com>; Section106 <Section106@muscogeeation.com>; Savannah
 Waters <swaters@muscogeeation.com>; Logan Guthrie <lguthrie@muscogeeation.com>; Jeffery
 Harjo <harjo.je@sno-nsn.gov>; thpo@tttown.org <thpo@tttown.org>
Cc: Dankert, Donald J. (KSC-SIE30) <donald.j.dankert@nasa.gov>; Bremner, Paul M. (MSFC-ST13)
 <paul.m.bremner@nasa.gov>; Steven Sherman <steven.sherman@icf.com>; Schanel, Pam
 <pam.schanel@icf.com>
Subject: RE: Tribal Specific Meeting - NASA KSC SpaceX Starship Superheavy

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello All,

Thank you to those who were able to join us on Friday. I have attached a few items for your records:

- The PPT presentation
- Meeting minutes – if anyone has any edits or corrections, please forward those to me NLT May 30.
- Consulting Party Feedback Questionnaire – NASA KSC requested feedback from Tribes related to the development of the historic property monitoring program. This questionnaire identifies the critical elements for which NASA KSC is seeking feedback. However, feel free to provide any information you feel is relevant. We request feedback from the Tribes NLT **May 30**.

I look forward to hearing from you by May 30. In the meantime, should you have any questions, feel free to reach out.

Sincerely,



Katherine Zeringue
 Cultural Resources Manager
 Spaceport Integration and Services
 Kennedy Space Center
 Mail Code: SI-E3
 Kennedy Space Center, FL 32899
 O: 321-867-8454
katherine.s.zeringue@nasa.gov

-----Original Appointment-----

From: Zeringue, Katherine S. (KSC-SIE30)
Sent: Friday, May 2, 2025 3:24 PM
To: Zeringue, Katherine S. (KSC-SIE30); Long, Eva (FAA); Hanson, Amy (FAA); Tim Parsons; Bill Werner; Akstulewicz, Kevin D. [US-US]; Austin, Jay K. [US-US]; thpocompliance@semtribe.com; DanielleSimon@semtribe.com; VictoriaMenchaca@semtribe.com; JasonD@miccosukeetribe.com;

Section106@muscogeeenation.com; swaters@muscogeeenation.com; Logan Guthrie; Jeffery Harjo; tthpo@tttown.org

Cc: Dankert, Donald J. (KSC-SIE30); Bremner, Paul M. (MSFC-ST13); Steven Sherman; Schanel, Pam

Subject: Tribal Specific Meeting - NASA KSC SpaceX Starship Superheavy

When: Friday, May 16, 2025 9:00 AM-11:00 AM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

We look forward to speaking with you on Friday. Since new Tribes will be joining us in the conversation, we will briefly cover the same materials as we did during Tuesday's meeting. However we intend to focus the conversation on archaeological resources, unless otherwise requested. We also intend to have a more in depth discussion related to a proposed archaeological monitoring methodology.

I have attached an Excel list of archaeological sites broken into psf ranges. If there is anything that we can provide prior to the meeting to enable meaningful discussion, please let me know.

Agenda:

- Welcome and Introductions
- Proposed Action Overview
- Historic Properties Summary
- Noise, Vibration, and Overpressure Overview
- Potential Effects to Historic Properties
- Programmatic Agreement
- Administrative Items (Next Steps)

Microsoft Teams [Need help?](#)

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Meeting ID: 232 792 477 854 9

Passcode: p6pz2Kg3

Dial in by phone

[+1 205-715-9940](tel:+12057159940) United States, Huntsville

[Find a local number](#)

Phone conference ID: 562 317 578#

For organizers: [Meeting options](#) [Dial-in PIN](#)

ALERT: All meeting participants consent to, and will abide by, the terms and conditions viewable at the [LEGAL](#) link below. No (T)AR/EAR content display or sharing without consent from Export Control.

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From: [Rebecca Zingarelli](#)
To: [Zeringue, Katherine S. \(KSC-SIE30\)](#)
Cc: [Lighthouse Foundation President](#)
Subject: [EXTERNAL] Re: Response Requested by 1/24/25 -Section 106 Consulting Party Invitation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center
Date: Saturday, December 28, 2024 2:09:32 PM

CAUTION: This email originated from outside of NASA. Please take care when clicking links or opening attachments. Use the "Report Message" button to report suspicious messages to the NASA SOC.

Thank you for this opportunity. The Cape Canaveral Lighthouse Foundation would like to participate as a Consulting Party.

Our historic properties include the lighthouse, constructed in 1868 on the tip of Cape Canaveral, and moved to its current location in 1894. Adjacent to the lighthouse is an oil house constructed circa 1900. Original brick work and foundations are also located underground at the same location.

We appear to be just outside the area of most danger, but would like to follow the discussion going forward, in case additional information relative to impacts on the lighthouse arise.

Please let me know if you need anything else from us.

Very Respectfully,

Becky Zingarelli, Museum Director
Cape Canaveral Lighthouse
321-704-9194

From: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Sent: Friday, December 20, 2024 5:12 PM
To: info@american spacemuseum.org <info@american spacemuseum.org>; mdukes677@gmail.com <mdukes677@gmail.com>; cjsnotebook@yahoo.com <cjsnotebook@yahoo.com>; mboonstra@brev.org <mboonstra@brev.org>; Nancyrader1@aol.com <Nancyrader1@aol.com>; kristen_kneifl@nps.gov <kristen_kneifl@nps.gov>; info@canaverallight.org <info@canaverallight.org>; James.draper.2@spaceforce.mil <James.draper.2@spaceforce.mil>; thomas.penders@spaceforce.mil <thomas.penders@spaceforce.mil>; Bradley.parrish@titusville.com <Bradley.parrish@titusville.com>; ty.matejowsky@usf.edu <ty.matejowsky@usf.edu>; president@fasweb.org <president@fasweb.org>; Ben.brotemarkle@myfloridahistory.org <Ben.brotemarkle@myfloridahistory.org>; semiller@flagler.edu <semiller@flagler.edu>; titusvillehistory@gmail.com

<titusvillehistory@gmail.com>; irasarchaeology@yahoo.com <irasarchaeology@yahoo.com>; Tiercel@earthlink.net <Tiercel@earthlink.net>; richard_kanaski@fws.gov <richard_kanaski@fws.gov>; info@nafli.com <info@nafli.com>; info@spaceclub.org <info@spaceclub.org>; roz@callhenry.com <roz@callhenry.com>; titusvillehistory@gmail.com <titusvillehistory@gmail.com>; Annita.sbps@gmail.com <Annita.sbps@gmail.com>

Cc: Long, Eva (FAA) <Eva.Long@faa.gov>; Zee, Stacey (FAA) <Stacey.Zee@faa.gov>; Hanson, Amy (FAA) <Amy.Hanson@faa.gov>; Dankert, Donald J. (KSC-SIE30) <donald.j.dankert@nasa.gov>

Subject: Response Requested by 1/24/25 -Section 106 Consulting Party Invitation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center

The National Aeronautics and Space Administration's Kennedy Space Center (NASA KSC) is inviting your organization to participate as a Consulting Party, pursuant to Section 106 of the National Historic Preservation Act of 1966, for the Federal Aviation Administration's (FAA) environmental review for the proposed action for the SpaceX Starship and Super Heavy launch and reentry vehicles at Launch Complex-39A (LC-39A). Under the supervision of the FAA's Office of Commercial Space Transportation, SpaceX is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of proposed infrastructure construction, and ground, launch, and reentry operations associated with the Starship Super Heavy launch and reentry vehicles at LC-39A. Because SpaceX plans to apply to the FAA's Office of Commercial Space Transportation for a vehicle operator license for Starship Super Heavy, the EIS will conform to the FAA's National Environmental Policy Act (NEPA) implementing policy, FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, regarding the potential infrastructure construction, ground operations, launch, and reentry-related impacts. NASA KSC is acting as the lead federal agency for compliance with Section 106 of the NHPA. As such, Section 106 will be conducted pursuant to the 2009 *Programmatic Agreement Among the National Aeronautics and Space Administration, John F. Kennedy Space Center, Advisory Council on Historic Preservation, and the Florida State Historic Preservation Officer: Regarding Management of Historic Properties at the Kennedy Space Center*, or any subsequent version thereof.

If you are unfamiliar with the Section 106 consultation process or the role of a Consulting Party, please review the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* which can be found at: <https://www.achp.gov/protecting-historic-properties>.

Description of the Undertaking

The undertaking involves issuance of a vehicle operator license by the FAA's Office of Commercial Space Transportation that will facilitate ground, launch, and reentry operations associated with the SpaceX Starship Super Heavy at LC-39A. Specifically, this would include up to 44 launches of Starship Super Heavy per year; return of the first stage booster to LC-39A; return of Starship to LC-39A; and construction of an air separation unit for liquid oxygen and liquid nitrogen, onsite natural gas liquefaction production and cryogenic liquid storage capability, roadway improvements, other associated infrastructure, and a catch tower (see **Enclosure 1**).

Area of Potential Effects

The area of potential effects (APE) considers any physical, visual, or auditory effects that the project may have on historic properties^[11]. As such, the APE has been developed to consider both a

construction APE and an operational APE. The construction APE is limited within the existing boundaries of LC-39A. Additionally, it is anticipated that proposed new construction associated with the operation of the Starship Super Heavy will be compatible with the characteristic of other launch complex infrastructure and will not pose viewshed effects to historic properties. The operational APE considers the auditory effects of the Starship Super Heavy launch activity as well as the overpressure effects of the sonic boom generated during atmospheric reentry. FAA guidance stipulates consideration of a 130 decibel (dB) threshold for launch effects and a 2.0 pounds per square foot (psf) threshold for effects from the sonic boom. Based on this information, and previous research regarding rocket engine noise and vibration effects to structures, the APE was established as any area subjected to greater than or equal to 2.0 psf sonic booms (see **Enclosure 2, Figure 2**). This area also encompasses the 130 dB threshold for launch effects, as well as the construction APE.

Initial Identification of Historic Properties and Proposed Identification Efforts

The proposed identification approach is designed to make a reasonable and good faith effort to identify historic properties within the APE that may be affected by the undertaking. Effects related to construction will be limited within the footprint of LC-39A. This area has already been subject to survey and evaluation and will not require additional studies. The fieldwork and analysis will therefore focus on historic properties subject to the potential effects of elevated noise and vibrations associated with the undertaking.

The undertaking has the potential to affect historic properties from increased vibratory impacts. According to data provided by SpaceX, launch and reentry events are estimated to result in Lmax levels of 130 dB and/or sonic boom impacts of 2 psf or higher within the APE. Archaeological resources consisting solely of either surface scatters or subsurface deposits are not likely to be affected by the vibratory effects of increased sonic boom exposure due to the protective qualities of the surrounding soil matrix. Similarly, underwater archaeological sites are unlikely to be affected. However, vibratory effects may be greater on historic age resources within the built environment. Architectural elements most susceptible to damage from launch and reentry vehicle noise include windows and, infrequently, plastered walls and ceilings. Vibration effects may be greatest to non-structural elements such as fragile glass and loose plaster/stone ornamentation. The enclosed memorandum provides additional information on this summation of the potential for vibratory effects on cultural resources (see **Enclosure 2**).

Previously Recorded Resources Within the APE

Historic properties within the construction APE include the Launch Complex 39 Pad A Historic District (**8BR1686**) which is listed in the National Register of Historic Places (NRHP). The historic district is the first of two launch pads constructed by NASA in the 1960s to accommodate the Saturn V launch vehicle for Apollo missions and modified in the 1970s to accommodate the Space Shuttle Program. The historic district contains 23 extant contributing resources all used to support launch operations. One contributing resource, Launch Complex 39 Pad A (**8BR1995**), is also individually listed in the NRHP. No archaeological sites have been recorded or documented within LC-39A.

A preliminary assessment of the operational APE, using data contained in the Florida Master Site File (FMSF), identified 2,964 previously recorded resources, including 2,315 structures, 31 bridges, 465 archaeological sites, 31 cemeteries, and 122 resource groups. Of these, 35 properties are listed in

the NRHP and 353 have been evaluated as eligible (see **Enclosure 2**).

Approach for the Identification of Historic Properties

In 2010, NASA KSC completed HAER documentation of the LC-39A historic district and its associated contributing resources. As such, LC-39A is well documented and no further identification or evaluation of LC-39A is proposed.

Identification efforts will focus on historic properties that may be subject to physical damage from elevated noise and vibrations as well as cultural resources whose setting and feeling may be affected by audible and acoustic effects during launch and reentry activities. This will include buildings and structures within the APE that were not specifically designed to withstand the concussive forces of launching and landing spacecraft. Additionally, there are specific types of cultural resources for which aspects of setting and feeling are more likely to represent important components of historic integrity. These types of cultural resources potentially include:

- Designed historic landscapes such as parks and gardens
- Rural historic landscapes with continuity in their traditional use (farming, hunting/fishing, sports/recreation)
- Historic districts
- Historic sites that feature outdoor spaces such as yards and plazas
- Cemeteries

Since the universe of properties in the APE will include many thousands of buildings and structures, identification efforts will focus on properties greater than 45 years of age, in areas that have not been surveyed within the last 10 years, and limited to historic properties and potential historic properties that may reasonably be affected by the undertaking. Previously recorded resources that were determined ineligible for listing in the NRHP will be excluded from further identification and evaluation efforts.

Historic properties will be identified in two ways. First, NASA KSC, supported by SEARCH, will compile an inventory of previously recorded cultural resources within the APE that are listed, eligible for listing, potentially eligible for listing, and unevaluated for listing in the NRHP. NASA KSC will use the FMSF database as well as the Integrated Cultural Resource Management Plans from both KSC and the Cape Canaveral Space Force Station. Additionally, county property appraiser databases will be queried to identify unrecorded historic aboveground resources within the APE. Parcel data contains built year information, which can be cross-referenced with recorded resources to identify parcels that contain structures 45 years old or older without recorded resources. Historic maps and aerial photographs will be used to examine land use and development changes over time, and a historic context will be developed for the APE. Data will be further supplemented with information on unrecorded cultural resources provided by consulting parties and the public. The cumulative data will be used to develop a Geographic Information System heat map within the APE to identify areas with high concentrations of unrecorded structures that are 45 years old or older. These data sets will be

used to identify and create a list of properties that will be subject to survey fieldwork. The preliminary inventory data are provided in **Enclosure 2**.

Second, fieldwork will be conducted with three primary objectives:

1. Conduct a windshield survey guided by the heat map discussed above, in order to identify potential historic properties.
2. Complete FMSF documentation for potential historic properties identified during the windshield survey that have a reasonable possibility to be adversely affected by the undertaking. The architectural historians will identify and photograph potential historic properties that appear to embody historic significance established in the historic context. They will also identify and document the character-defining features that are indicative of NRHP eligibility and that may be susceptible to adverse effects, as discussed in Section 1.2. All newly recorded resources will be assumed NRHP-eligible, for the purposes of Section 106 consultation.
3. Revisit NRHP-listed or eligible historic properties that are individually eligible for the NRHP and that have with a reasonable possibility to be adversely affected to reassess their integrity.

NASA KSC has two requests. First, please provide NASA KSC with any information your organization has about cultural resources within the APE that may need to be a part of the identification effort and/or for which you have concerns regarding project effects. Second, **please respond in writing to confirm your participation as a Consulting Party for this project by January 24, 2025**. If you decline to be a Consulting Party or do not respond by the deadline, no further Section 106 consultation materials will be forwarded to your organization. However, your organization will still have the opportunity to review and comment on materials available to the public on FAA's project website at: https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc/.

Cultural resource information and/or Consulting Party participation responses should be emailed to me. If you have any questions or require further assistance, please contact me.

Sincerely,
Katherine Zeringue
Cultural Resources Manager
John F. Kennedy Space Center
Spaceport Integration & Services
Environmental Management Branch, SI-E3
Kennedy Space Center, FL 32899
321-867-8454



111

Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria. 36 CFR 800.16(l)(1)

From: Kneifl, Kristen R
To: Zeringue, Katherine S. (KSC-SIE30)
Cc: Long, Eva (FAA); Zee, Stacey (FAA); Hanson, Amy (FAA); Dankert, Donald J. (KSC-SIE30); Thomson, Carmen M.; Dennis, Meredith E.; Rogers, Stephen C
Subject: [EXTERNAL] Response Requested by 1/24/25 -Section 106 Consulting Party Invitation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center
Date: Tuesday, January 14, 2025 12:25:32 PM

Hello Katherine,

Canaveral National Seashore/National Park Service would like to be a 106-consulting party on the NASA/FAA SpaceX Starship EIS. Our agency has shared cultural resource information with KSC NASA previously via the NPS database, the Historic Resource Study, the Archeological Overview and Assessment, and reports on individual sites and projects that are north of the secure area.

Canaveral National Seashore also has a museum building located at the southern boundary adjacent to the launch pads. The museum building houses important archeological, biological, paleontological, historical, and archival objects from the Seashore and KSC. Some of these objects are breakable and/or stored in flammable liquids (in a flammable cabinet) which could be susceptible to damage from strong vibrations which is a concern.

Please let us know if there is any other information we can provide.

Thank you,
Kristen

Kristen Kneifl
Canaveral National Seashore
Resource Management Specialist
212 S. Washington Avenue
Titusville, FL 32796
321-403-5680 (cell)

From: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Sent: Friday, December 20, 2024 5:12 PM
To: info@american spacemuseum.org <info@american spacemuseum.org>; mdukes677@gmail.com <mdukes677@gmail.com>; cjsnotebook@yahoo.com <cjsnotebook@yahoo.com>; mboonstra@brev.org <mboonstra@brev.org>; Nancyrader1@aol.com <Nancyrader1@aol.com>; Kneifl, Kristen R <Kristen_Kneifl@nps.gov>; info@canaverallight.org <info@canaverallight.org>; James.draper.2@spaceforce.mil <James.draper.2@spaceforce.mil>; thomas.penders@spaceforce.mil <thomas.penders@spaceforce.mil>; Bradley.parrish@titusville.com <Bradley.parrish@titusville.com>; ty.matejowsky@usf.edu <ty.matejowsky@usf.edu>; president@fasweb.org <president@fasweb.org>; Ben.brotemarkle@myfloridahistory.org <Ben.brotemarkle@myfloridahistory.org>;

semiller@flagler.edu <semiller@flagler.edu>; titusvillehistory@gmail.com <titusvillehistory@gmail.com>; irasarchaeology@yahoo.com <irasarchaeology@yahoo.com>; Tiercel@earthlink.net <Tiercel@earthlink.net>; Kanaski, Richard <richard_kanaski@fws.gov>; info@nafli.com <info@nafli.com>; info@spaceclub.org <info@spaceclub.org>; roz@callhenry.com <roz@callhenry.com>; titusvillehistory@gmail.com <titusvillehistory@gmail.com>; Annita.sbps@gmail.com <Annita.sbps@gmail.com>

Cc: Long, Eva (FAA) <Eva.Long@faa.gov>; Zee, Stacey (FAA) <Stacey.Zee@faa.gov>; Hanson, Amy (FAA) <Amy.Hanson@faa.gov>; Dankert, Donald J. (KSC-SIE30) <donald.j.dankert@nasa.gov>

Subject: [EXTERNAL] Response Requested by 1/24/25 -Section 106 Consulting Party Invitation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

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liquefaction production and cryogenic liquid storage capability, roadway improvements, other associated infrastructure, and a catch tower (see **Enclosure 1**).

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The area of potential effects (APE) considers any physical, visual, or auditory effects that the project may have on historic properties¹¹. As such, the APE has been developed to consider both a construction APE and an operational APE. The construction APE is limited within the existing boundaries of LC-39A. Additionally, it is anticipated that proposed new construction associated with the operation of the Starship Super Heavy will be compatible with the characteristic of other launch complex infrastructure and will not pose viewshed effects to historic properties. The operational APE considers the auditory effects of the Starship Super Heavy launch activity as well as the overpressure effects of the sonic boom generated during atmospheric reentry. FAA guidance stipulates consideration of a 130 decibel (dB) threshold for launch effects and a 2.0 pounds per square foot (psf) threshold for effects from the sonic boom. Based on this information, and previous research regarding rocket engine noise and vibration effects to structures, the APE was established as any area subjected to greater than or equal to 2.0 psf sonic booms (see **Enclosure 2, Figure 2**). This area also encompasses the 130 dB threshold for launch effects, as well as the construction APE.

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Historic properties within the construction APE include the Launch Complex 39 Pad A Historic District (**8BR1686**) which is listed in the National Register of Historic Places (NRHP). The historic district is the first of two launch pads constructed by NASA in the 1960s to accommodate the Saturn V launch vehicle for Apollo missions and modified in the 1970s to accommodate the Space Shuttle Program. The historic district contains 23 extant contributing resources all used to support launch operations.

One contributing resource, Launch Complex 39 Pad A (**8BR1995**), is also individually listed in the NRHP. No archaeological sites have been recorded or documented within LC-39A.

A preliminary assessment of the operational APE, using data contained in the Florida Master Site File (FMSF), identified 2,964 previously recorded resources, including 2,315 structures, 31 bridges, 465 archaeological sites, 31 cemeteries, and 122 resource groups. Of these, 35 properties are listed in the NRHP and 353 have been evaluated as eligible (see **Enclosure 2**).

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2. Complete FMSF documentation for potential historic properties identified during the windshield survey that have a reasonable possibility to be adversely affected by the undertaking. The architectural historians will identify and photograph potential historic properties that appear to embody historic significance established in the historic context. They will also identify and document the character-defining features that are indicative of NRHP eligibility and that may be susceptible to adverse effects, as discussed in Section 1.2. All newly recorded resources will be assumed NRHP-eligible, for the purposes of Section 106 consultation.
3. Revisit NRHP-listed or eligible historic properties that are individually eligible for the NRHP and that have with a reasonable possibility to be adversely affected to reassess their integrity.

NASA KSC has two requests. First, please provide NASA KSC with any information your organization has about cultural resources within the APE that may need to be a part of the identification effort and/or for which you have concerns regarding project effects. Second, **please respond in writing to confirm your participation as a Consulting Party for this project by January 24, 2025**. If you decline to be a Consulting Party or do not respond by the deadline, no further Section 106 consultation materials will be forwarded to your organization. However, your organization will still have the opportunity to review and comment on materials available to the public on FAA's project website at: https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc/.

Cultural resource information and/or Consulting Party participation responses should be emailed to me. If you have any questions or require further assistance, please contact me.

Sincerely,
Katherine Zeringue
Cultural Resources Manager
John F. Kennedy Space Center
Spaceport Integration & Services
Environmental Management Branch, SI-E3

Kennedy Space Center, FL 32899
321-867-8454



[1] Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria. 36 CFR 800.16(l)(1)

From: [Roz Foster](#)
To: [Zeringue, Katherine S. \(KSC-SIE30\)](#)
Subject: [EXTERNAL] RE: Response Required by 1/24/25 -Section 106 Consulting Party Invitation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center
Date: Monday, January 20, 2025 11:32:47 AM

CAUTION: This email originated from outside of NASA. Please take care when clicking links or opening attachments. Use the "Report Message" button to report suspicious messages to the NASA SOC.

I have reviewed the attached reports and find that you have identified the historic structures and archaeological sites that are located within the identified APE area. Our concerns are the noise and vibration impacts of both launches and landings to the respective identified resources and how they would also impact the general public. I would like to see results of a recent impact study at Boco Chico site in regard to noise and vibration of both launches and landings to the surrounding area. I think that the SpaceX Starship Project and Super Heavy Launch and Reentry Vehicles are extremely important to the future of space exploration and development of KSC for future generations. Roz Foster, President North Brevard Heritage Foundation, Inc.

From: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Sent: Wednesday, January 15, 2025 3:06 PM
To: info@americanpacemuseum.org; mdukes677@gmail.com; cjsnotebook@yahoo.com; mboonstra@brev.org; Nancyrader1@aol.com; James.draper.2@spaceforce.mil; thomas.penders@spaceforce.mil; ty.matejowsky@usf.edu; president@fasweb.org; Ben.brotemarkle@myfloridahistory.org; semiller@flagler.edu; titusvillehistory@gmail.com; irasarchaeology@yahoo.com; Tiercel@earthlink.net; richard_kanaski@fws.gov; info@nafli.com; info@spaceclub.org; Roz Foster <Roz@callhenry.com>; titusvillehistory@gmail.com; Annita.sbh@gmail.com
Cc: Long, Eva (FAA) <Eva.Long@faa.gov>; Zee, Stacey (FAA) <Stacey.Zee@faa.gov>; Hanson, Amy (FAA) <Amy.Hanson@faa.gov>
Subject: Response Required by 1/24/25 -Section 106 Consulting Party Invitation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center

Hello Again,

The message below, regarding SpaceX's launch and landing activities at the Kennedy Space Center, was emailed to your organization on December 20, 2024. You should have also received a letter in the mail at the beginning of January 2025. This is a reminder that NASA KSC is requesting any information your organization has about historic properties within the Area of Potential Effects (see Enclosure 2/Figure 1) and/or for which you have concerns regarding project effects. Second, **please respond to me via email to confirm your participation as a Consulting Party for this project by January 24, 2025**. If you decline to be a Consulting Party or do not respond by the deadline, no further Section 106 consultation materials will be forwarded to your organization. However, your organization will still have the opportunity to review and comment on materials available to the public on FAA's project website at: https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc/.

Sincerely,
 Katherine Zeringue
 Cultural Resources Manager
 John F. Kennedy Space Center
 Spaceport Integration & Services
 Environmental Management Branch, SI-E3
 Kennedy Space Center, FL 32899
 321-867-8454



From: Zeringue, Katherine S. (KSC-SIE30)
Sent: Friday, December 20, 2024 5:13 PM
To: info@americaninspacemuseum.org; mdukes677@gmail.com; cjsnotebook@yahoo.com; mboonstra@brev.org; Nancyrader1@aol.com; kristen_kneifl@nps.gov; info@canaverallight.org; James.drapier.2@spaceforce.mil; thomas.penders@spaceforce.mil; Bradley.parrish@titusville.com; ty.matejowsky@usf.edu; president@fasweb.org; Ben.brotemarkle@myfloridahistory.org; semiller@flagler.edu; titusvillehistory@gmail.com; irasarchaeology@yahoo.com; Tiercel@earthlink.net; richard_kanaski@fws.gov; info@nafli.com; info@spaceclub.org; roz@callhenry.com; titusvillehistory@gmail.com; Annita.sbhhs@gmail.com
Cc: Long, Eva (FAA) <Eva.Long@faa.gov>; Zee, Stacey (FAA) <Stacey.Zee@faa.gov>; Hanson, Amy (FAA) <Amy.Hanson@faa.gov>; Dankert, Donald J. (KSC-SIE30) <donald.j.dankert@nasa.gov>
Subject: Response Requested by 1/24/25 -Section 106 Consulting Party Invitation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center

The National Aeronautics and Space Administration's Kennedy Space Center (NASA KSC) is inviting your organization to participate as a Consulting Party, pursuant to Section 106 of the National Historic Preservation Act of 1966, for the Federal Aviation Administration's (FAA) environmental review for the proposed action for the SpaceX Starship and Super Heavy launch and reentry vehicles at Launch Complex-39A (LC-39A). Under the supervision of the FAA's Office of Commercial Space Transportation, SpaceX is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of proposed infrastructure construction, and ground, launch, and reentry operations associated with the Starship Super Heavy launch and reentry vehicles at LC-39A. Because SpaceX plans to apply to the FAA's Office of Commercial Space Transportation for a vehicle operator license for Starship Super Heavy, the EIS will conform to the FAA's National Environmental Policy Act (NEPA) implementing policy, FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, regarding the potential infrastructure construction, ground operations, launch, and reentry-related impacts. NASA KSC is acting as the lead federal agency for compliance with Section 106 of the NHPA. As such, Section 106 will be conducted pursuant to the 2009 *Programmatic Agreement Among the National Aeronautics and Space Administration, John F. Kennedy Space Center, Advisory Council on Historic Preservation, and the Florida State Historic Preservation Officer: Regarding Management of*

Historic Properties at the Kennedy Space Center, or any subsequent version thereof.

If you are unfamiliar with the Section 106 consultation process or the role of a Consulting Party, please review the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* which can be found at: <https://www.achp.gov/protecting-historic-properties>.

Description of the Undertaking

The undertaking involves issuance of a vehicle operator license by the FAA's Office of Commercial Space Transportation that will facilitate ground, launch, and reentry operations associated with the SpaceX Starship Super Heavy at LC-39A. Specifically, this would include up to 44 launches of Starship Super Heavy per year; return of the first stage booster to LC-39A; return of Starship to LC-39A; and construction of an air separation unit for liquid oxygen and liquid nitrogen, onsite natural gas liquefaction production and cryogenic liquid storage capability, roadway improvements, other associated infrastructure, and a catch tower (see **Enclosure 1**).

Area of Potential Effects

The area of potential effects (APE) considers any physical, visual, or auditory effects that the project may have on historic properties^[1]. As such, the APE has been developed to consider both a construction APE and an operational APE. The construction APE is limited within the existing boundaries of LC-39A. Additionally, it is anticipated that proposed new construction associated with the operation of the Starship Super Heavy will be compatible with the characteristic of other launch complex infrastructure and will not pose viewshed effects to historic properties. The operational APE considers the auditory effects of the Starship Super Heavy launch activity as well as the overpressure effects of the sonic boom generated during atmospheric reentry. FAA guidance stipulates consideration of a 130 decibel (dB) threshold for launch effects and a 2.0 pounds per square foot (psf) threshold for effects from the sonic boom. Based on this information, and previous research regarding rocket engine noise and vibration effects to structures, the APE was established as any area subjected to greater than or equal to 2.0 psf sonic booms (see **Enclosure 2, Figure 2**). This area also encompasses the 130 dB threshold for launch effects, as well as the construction APE.

Initial Identification of Historic Properties and Proposed Identification Efforts

The proposed identification approach is designed to make a reasonable and good faith effort to identify historic properties within the APE that may be affected by the undertaking. Effects related to construction will be limited within the footprint of LC-39A. This area has already been subject to survey and evaluation and will not require additional studies. The fieldwork and analysis will therefore focus on historic properties subject to the potential effects of elevated noise and vibrations associated with the undertaking.

The undertaking has the potential to affect historic properties from increased vibratory impacts. According to data provided by SpaceX, launch and reentry events are estimated to result in L_{max} levels of 130 dB and/or sonic boom impacts of 2 psf or higher within the APE. Archaeological resources consisting solely of either surface scatters or subsurface deposits are not likely to be affected by the vibratory effects of increased sonic boom exposure due to the protective qualities of the surrounding soil matrix. Similarly, underwater archaeological sites are unlikely to be affected.

However, vibratory effects may be greater on historic age resources within the built environment. Architectural elements most susceptible to damage from launch and reentry vehicle noise include windows and, infrequently, plastered walls and ceilings. Vibration effects may be greatest to non-structural elements such as fragile glass and loose plaster/stone ornamentation. The enclosed memorandum provides additional information on this summation of the potential for vibratory effects on cultural resources (see **Enclosure 2**).

Previously Recorded Resources Within the APE

Historic properties within the construction APE include the Launch Complex 39 Pad A Historic District (**8BR1686**) which is listed in the National Register of Historic Places (NRHP). The historic district is the first of two launch pads constructed by NASA in the 1960s to accommodate the Saturn V launch vehicle for Apollo missions and modified in the 1970s to accommodate the Space Shuttle Program. The historic district contains 23 extant contributing resources all used to support launch operations. One contributing resource, Launch Complex 39 Pad A (**8BR1995**), is also individually listed in the NRHP. No archaeological sites have been recorded or documented within LC-39A.

A preliminary assessment of the operational APE, using data contained in the Florida Master Site File (FMSF), identified 2,964 previously recorded resources, including 2,315 structures, 31 bridges, 465 archaeological sites, 31 cemeteries, and 122 resource groups. Of these, 35 properties are listed in the NRHP and 353 have been evaluated as eligible (see **Enclosure 2**).

Approach for the Identification of Historic Properties

In 2010, NASA KSC completed HAER documentation of the LC-39A historic district and its associated contributing resources. As such, LC-39A is well documented and no further identification or evaluation of LC-39A is proposed.

Identification efforts will focus on historic properties that may be subject to physical damage from elevated noise and vibrations as well as cultural resources whose setting and feeling may be affected by audible and acoustic effects during launch and reentry activities. This will include buildings and structures within the APE that were not specifically designed to withstand the concussive forces of launching and landing spacecraft. Additionally, there are specific types of cultural resources for which aspects of setting and feeling are more likely to represent important components of historic integrity. These types of cultural resources potentially include:

- Designed historic landscapes such as parks and gardens
- Rural historic landscapes with continuity in their traditional use (farming, hunting/fishing, sports/recreation)
- Historic districts
- Historic sites that feature outdoor spaces such as yards and plazas
- Cemeteries

Since the universe of properties in the APE will include many thousands of buildings and structures, identification efforts will focus on properties greater than 45 years of age, in areas that have not been surveyed within the last 10 years, and limited to historic properties and potential historic properties that may reasonably be affected by the undertaking. Previously recorded resources that

were determined ineligible for listing in the NRHP will be excluded from further identification and evaluation efforts.

Historic properties will be identified in two ways. First, NASA KSC, supported by SEARCH, will compile an inventory of previously recorded cultural resources within the APE that are listed, eligible for listing, potentially eligible for listing, and unevaluated for listing in the NRHP. NASA KSC will use the FMSF database as well as the Integrated Cultural Resource Management Plans from both KSC and the Cape Canaveral Space Force Station. Additionally, county property appraiser databases will be queried to identify unrecorded historic aboveground resources within the APE. Parcel data contains built year information, which can be cross-referenced with recorded resources to identify parcels that contain structures 45 years old or older without recorded resources. Historic maps and aerial photographs will be used to examine land use and development changes over time, and a historic context will be developed for the APE. Data will be further supplemented with information on unrecorded cultural resources provided by consulting parties and the public. The cumulative data will be used to develop a Geographic Information System heat map within the APE to identify areas with high concentrations of unrecorded structures that are 45 years old or older. These data sets will be used to identify and create a list of properties that will be subject to survey fieldwork. The preliminary inventory data are provided in **Enclosure 2**.

Second, fieldwork will be conducted with three primary objectives:

1. Conduct a windshield survey guided by the heat map discussed above, in order to identify potential historic properties.
2. Complete FMSF documentation for potential historic properties identified during the windshield survey that have a reasonable possibility to be adversely affected by the undertaking. The architectural historians will identify and photograph potential historic properties that appear to embody historic significance established in the historic context. They will also identify and document the character-defining features that are indicative of NRHP eligibility and that may be susceptible to adverse effects, as discussed in Section 1.2. All newly recorded resources will be assumed NRHP-eligible, for the purposes of Section 106 consultation.
3. Revisit NRHP-listed or eligible historic properties that are individually eligible for the NRHP and that have with a reasonable possibility to be adversely affected to reassess their integrity.

NASA KSC has two requests. First, please provide NASA KSC with any information your organization has about cultural resources within the APE that may need to be a part of the identification effort and/or for which you have concerns regarding project effects. Second, **please respond in writing to confirm your participation as a Consulting Party for this project by January 24, 2025**. If you decline to be a Consulting Party or do not respond by the deadline, no further Section 106 consultation

materials will be forwarded to your organization. However, your organization will still have the opportunity to review and comment on materials available to the public on FAA's project website at: https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc/.

Cultural resource information and/or Consulting Party participation responses should be emailed to me. If you have any questions or require further assistance, please contact me.

Sincerely,
Katherine Zeringue
Cultural Resources Manager
John F. Kennedy Space Center
Spaceport Integration & Services
Environmental Management Branch, SI-E3
Kennedy Space Center, FL 32899
321-867-8454



11 Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria. 36 CFR 800.16(l)(1)

From: [Parrish, Bradley](#)
To: [Zeringue, Katherine S. \(KSC-SIE30\)](#)
Cc: [Williams, Sue](#); [Armstrong, Tabitha](#)
Subject: [EXTERNAL] RE: Response Requested by 1/24/25 -Section 106 Consulting Party Invitation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center
Date: Monday, January 13, 2025 1:29:41 PM
Attachments: [image002.png](#)

CAUTION: This email originated from outside of NASA. Please take care when clicking links or opening attachments. Use the "Report Message" button to report suspicious messages to the NASA SOC.

Ms. Zeringue;
 The City of Titusville, Florida, requests to participate in the KSC SpaceX Starship project as a Section 106 consulting party. Attached to this email and for your information is information related to the City's cultural resources.

Here is the sharelink with the City's historic preservation files. <https://titusville.sharefile.com/d-s91f2e071167b41ef934c3d01bcf91265>

Here is a link to a storymap of national and local designated historic resources in Titusville. [Historic Titusville](#)

Thank you,

Brad Parrish, AICP
 Community Development Director
 555 South Washington Avenue
 City of Titusville, FL 32796
 Direct 321.567.3776
www.titusville.com



Any material concerning the City of Titusville are treated as a public record as defined by the Florida open records laws.

From: Zeringue, Katherine S. (KSC-SIE30) <katherine.s.zeringue@nasa.gov>
Sent: Friday, December 20, 2024 5:13 PM
To: info@americanpacemuseum.org; mdukes677@gmail.com; cjsnotebook@yahoo.com; mboonstra@brev.org; Nancyrader1@aol.com; kristen_kneifl@nps.gov; info@canaverallight.org; James.drapr.2@spaceforce.mil; thomas.penders@spaceforce.mil; Parrish, Bradley <Brad.Parrish@titusville.com>; ty.matejowsky@usf.edu; president@fasweb.org; Ben.brotemarkle@myfloridahistory.org; semiller@flagler.edu; titusvillehistory@gmail.com; irasarchaeology@yahoo.com; Tiercel@earthlink.net; richard_kanaski@fws.gov; info@nafl.com;

info@spaceclub.org; roz@callhenry.com; titusvillehistory@gmail.com; Annita.sbh@gmail.com

Cc: Long, Eva (FAA) <Eva.Long@faa.gov>; Zee, Stacey (FAA) <Stacey.Zee@faa.gov>; Hansón, Amy (FAA) <Amy.Hanson@faa.gov>; Dankert, Donald J. (KSC-SIE30) <donald.j.dankert@nasa.gov>

Subject: Response Requested by 1/24/25 -Section 106 Consulting Party Invitation: SpaceX Starship Super Heavy Launch and Reentry Vehicles at Launch Complex-39A, Kennedy Space Center

The National Aeronautics and Space Administration's Kennedy Space Center (NASA KSC) is inviting your organization to participate as a Consulting Party, pursuant to Section 106 of the National Historic Preservation Act of 1966, for the Federal Aviation Administration's (FAA) environmental review for the proposed action for the SpaceX Starship and Super Heavy launch and reentry vehicles at Launch Complex-39A (LC-39A). Under the supervision of the FAA's Office of Commercial Space Transportation, SpaceX is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of proposed infrastructure construction, and ground, launch, and reentry operations associated with the Starship Super Heavy launch and reentry vehicles at LC-39A. Because SpaceX plans to apply to the FAA's Office of Commercial Space Transportation for a vehicle operator license for Starship Super Heavy, the EIS will conform to the FAA's National Environmental Policy Act (NEPA) implementing policy, FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, regarding the potential infrastructure construction, ground operations, launch, and reentry-related impacts. NASA KSC is acting as the lead federal agency for compliance with Section 106 of the NHPA. As such, Section 106 will be conducted pursuant to the 2009 *Programmatic Agreement Among the National Aeronautics and Space Administration, John F. Kennedy Space Center, Advisory Council on Historic Preservation, and the Florida State Historic Preservation Officer: Regarding Management of Historic Properties at the Kennedy Space Center*, or any subsequent version thereof.

If you are unfamiliar with the Section 106 consultation process or the role of a Consulting Party, please review the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* which can be found at: <https://www.achp.gov/protecting-historic-properties>.

Description of the Undertaking

The undertaking involves issuance of a vehicle operator license by the FAA's Office of Commercial Space Transportation that will facilitate ground, launch, and reentry operations associated with the SpaceX Starship Super Heavy at LC-39A. Specifically, this would include up to 44 launches of Starship Super Heavy per year; return of the first stage booster to LC-39A; return of Starship to LC-39A; and construction of an air separation unit for liquid oxygen and liquid nitrogen, onsite natural gas liquefaction production and cryogenic liquid storage capability, roadway improvements, other associated infrastructure, and a catch tower (see **Enclosure 1**).

Area of Potential Effects

The area of potential effects (APE) considers any physical, visual, or auditory effects that the project may have on historic properties¹¹. As such, the APE has been developed to consider both a construction APE and an operational APE. The construction APE is limited within the existing boundaries of LC-39A. Additionally, it is anticipated that proposed new construction associated with the operation of the Starship Super Heavy will be compatible with the characteristic of other launch complex infrastructure and will not pose viewshed effects to historic properties. The operational APE

considers the auditory effects of the Starship Super Heavy launch activity as well as the overpressure effects of the sonic boom generated during atmospheric reentry. FAA guidance stipulates consideration of a 130 decibel (dB) threshold for launch effects and a 2.0 pounds per square foot (psf) threshold for effects from the sonic boom. Based on this information, and previous research regarding rocket engine noise and vibration effects to structures, the APE was established as any area subjected to greater than or equal to 2.0 psf sonic booms (see **Enclosure 2, Figure 2**). This area also encompasses the 130 dB threshold for launch effects, as well as the construction APE.

Initial Identification of Historic Properties and Proposed Identification Efforts

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Historic properties within the construction APE include the Launch Complex 39 Pad A Historic District (**8BR1686**) which is listed in the National Register of Historic Places (NRHP). The historic district is the first of two launch pads constructed by NASA in the 1960s to accommodate the Saturn V launch vehicle for Apollo missions and modified in the 1970s to accommodate the Space Shuttle Program. The historic district contains 23 extant contributing resources all used to support launch operations. One contributing resource, Launch Complex 39 Pad A (**8BR1995**), is also individually listed in the NRHP. No archaeological sites have been recorded or documented within LC-39A.

A preliminary assessment of the operational APE, using data contained in the Florida Master Site File (FMSF), identified 2,964 previously recorded resources, including 2,315 structures, 31 bridges, 465 archaeological sites, 31 cemeteries, and 122 resource groups. Of these, 35 properties are listed in the NRHP and 353 have been evaluated as eligible (see **Enclosure 2**).

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contributing resources. As such, LC-39A is well documented and no further identification or evaluation of LC-39A is proposed.

Identification efforts will focus on historic properties that may be subject to physical damage from elevated noise and vibrations as well as cultural resources whose setting and feeling may be affected by audible and acoustic effects during launch and reentry activities. This will include buildings and structures within the APE that were not specifically designed to withstand the concussive forces of launching and landing spacecraft. Additionally, there are specific types of cultural resources for which aspects of setting and feeling are more likely to represent important components of historic integrity. These types of cultural resources potentially include:

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Cultural resource information and/or Consulting Party participation responses should be emailed to me. If you have any questions or require further assistance, please contact me.

Sincerely,
Katherine Zeringue
Cultural Resources Manager
John F. Kennedy Space Center
Spaceport Integration & Services
Environmental Management Branch, SI-E3
Kennedy Space Center, FL 32899
321-867-8454



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