

DRAFT ENVIRONMENTAL IMPACT STATEMENT

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

at the Kennedy Space Center, Merritt Island, Florida

Volume II, Appendix A

August 2025



**Federal Aviation
Administration**

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TABLE OF CONTENTS

Appendix A	Public and Agency Involvement	A-1
A.1	Public Scoping.....	A-1
A.1.1	Scoping Comments	A-6
A.1.2	Public Notices	A-9
A.2	Draft EIS Review	A-29
A.3	Agency & Tribal Correspondence	A-30
A.3.1	United States Fish and Wildlife Service	A-30
A.3.2	National Park Service.....	A-40
A.3.3	United States Coast Guard	A-48
A.3.4	National Aeronautics and Space Administration.....	A-50
A.3.5	Department of the Air Force	A-58
A.3.6	Government-to-Government Tribal Correspondence.....	A-61

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Appendix A *Public and Agency Involvement*

A.1 *Public Scoping*

The National Environmental Policy Act (NEPA) process is intended to enable Federal agencies to make decisions based on an understanding of the environmental consequences of a proposed action and alternatives. Public involvement is an essential part of this process and facilitates the development of a NEPA document—an Environmental Impact Statement (EIS) in this case—and informs the scope of issues to be addressed in the final analysis. In compliance with NEPA and 40 Code of Federal Regulations §1502.4, the Federal Aviation Administration (FAA) notified relevant agencies, stakeholders, and federally recognized tribes about the Proposed Action. The notification process provided relevant agencies and groups the opportunity to comment on the Proposed Action and informed them of potential effects that could occur. The public scoping process included the following aspects.

Stakeholder Identification

The stakeholders and target audiences for engagement and outreach efforts for the EIS scoping process (and to continue throughout the NEPA process) include, but are not limited to, the following:

- Cooperating and participating agencies, as applicable
- Local, state, Federal, and international government agencies, as applicable
- Local, state, and Federal elected officials
- Federally Recognized Native American Tribes
- Community organizations
- Residents and business owners
- Tenants at Kennedy Space Center
- Local environmental organizations and other non-governmental organizations interested in resources to be analyzed in the EIS
- Maritime and aviation interested parties
- Local media outlets—Although not technically a stakeholder, media is a primary audience who can help disseminate information to the greater local public

Initial stakeholders were identified in Table A.1-1 and added to the initial mailing list. The mailing list is updated throughout the EIS process to add meeting attendees, commentors, and other interested parties; FAA’s website allows individuals to add their contact information to receive information about the project.

Table A.1-1. List of Preliminary Stakeholders

Types of Stakeholders	Examples
Federal Agencies	<ul style="list-style-type: none"> • FAA • NASA • U.S. Army Corps of Engineers • U.S. Coast Guard • U.S. Navy • U.S. Department of the Air Force • U.S. Environmental Protection Agency • U.S. Fish and Wildlife Service • U.S. Space Force • NPS
State Agencies	<ul style="list-style-type: none"> • Clearinghouse – consists of multiple State agencies • FDEP • SHPO • DOT
Local Agencies/Authorities Mayor, City Manager, Planning, Water Management District, Port Authority	<ul style="list-style-type: none"> • Titusville • Melbourne • Palm Bay • Satellite Beach • West Melbourne • Cocoa Beach • Cape Canaveral • Brevard County • Port Canaveral • St. Johns River Water Management District • Space Florida
Tribes	<ul style="list-style-type: none"> • Seminole Tribe of Florida • Seminole Tribe of Oklahoma • Miccosukee Tribe of Indians of Florida • Muscogee (Creek) Nation, Oklahoma
Political Representatives	<ul style="list-style-type: none"> • Federal <ul style="list-style-type: none"> ○ U.S. Senators ○ U.S. House of Representatives • State <ul style="list-style-type: none"> ○ Governor ○ Florida Senate ○ Florida House ○ Local
Libraries	<ul style="list-style-type: none"> • Cape Canaveral Public Library • Titusville Public Library
Organizations	<ul style="list-style-type: none"> • Port Canaveral • Interested Companies

Table A.1-1. List of Preliminary Stakeholders

Types of Stakeholders	Examples
Organizations – NGOs	<ul style="list-style-type: none"> • Sierra Club • Space Coast Audubon Society • Surfrider Foundation • Center for Biological Diversity • Marine Resources Council
Organizations – Aviation	<ul style="list-style-type: none"> • Air Line Pilots Association • Airlines for America • National Air Traffic Controllers Association • National Business Aviation Association • Aircraft Owners and Pilots Association • Aviation Companies
Organizations – Marine	<ul style="list-style-type: none"> • Port Canaveral Fisherman’s Alliance • Southeast Fisheries Association • Marinas • Sea Food Companies • Cruise Lines • Yacht Clubs • Canaveral Pilots • Brevard Indian River Lagoon • Other Marine Companies
Individuals	<ul style="list-style-type: none"> • CCSFS EIS and Mars 2020 EIS Email List of Individuals (to be updated after scoping)
Media	<ul style="list-style-type: none"> • Newspapers • TV • Radio • Online
Project Team	<ul style="list-style-type: none"> • FAA • SpaceX • Leidos

Notes: CCSFS= Cape Canaveral Space Force Station; DOT = Department of Transportation; EIS = Environmental Impact Statement; FAA= Federal Aviation Administration; FDEP = Florida Department of Environmental Protection; NASA = National Aeronautics and Space Administration; NGO = non-governmental organization; NPS = National Park Service; SHPO = State Historic Preservation Officer; SpaceX = Space Exploration Technologies Corp.; U.S. = United States.

Notifications

Public notices were published to advise the public of the FAA’s intent to prepare an EIS, as well as to advertise public scoping meetings. Notifications for the Notice of Intent (NOI) and public scoping meetings are listed below.

NOI. The NOI informs the public of the FAA’s intent to prepare an EIS and provides the dates of the public comment period along with meeting dates, locations, and times. The NOI was published in the Federal Register by the FAA on Friday, May 10, 2024 (Appendix A.1.2, *Public Notices*). The public comment period for scoping was 45 days, from May 10, 2024, to June 24, 2024.

Email Notifications. Prior to scoping, a mailing list of elected officials, government and regulatory agencies, community, environmental, and other interested organizations and interested individuals was developed and then be updated after scoping. Elected officials, key agencies, organizations, and other stakeholders were notified by email on May 10, 2024. The email included information on the Proposed Action, purpose and need, public comment period and how to comment, dates and locations of the in-person public meetings, and the date of the virtual public meeting. An email notification to mariners was sent by the *Maritime Reporter* on May 13, 2024, with a subscriber list of nearly 98,000.

Newspaper Notices. Newspaper notices also announced the NOI; virtual meeting details; and meeting locations, dates, and times. Ads were placed in the newspapers as shown in Table A.1-2. Tear sheets and affidavits are provided in Appendix A.1.2, *Public Notices*.

Table A.1-2. Newspapers for Notice of Intent Announcement

Newspaper	Coverage/Frequency	Publication Dates
<i>Orlando Sentinel</i>	Orlando/Daily	May 10, 12, and 13, 2024
		June 9, 2024
<i>Florida Today</i>	Brevard County (Melbourne)/Daily	May 10, 2024
		June 9, 11, and 12, 2024
<i>Al Dia Today</i>	Central Florida/Monthly (first week of the month) English and Spanish	June 2024 (electronic version)

Social Media. Social media was used to help disseminate information on the public comment period and public meetings. Social media accounts, as shown below, include the FAA:

- <https://twitter.com/FAANews/status/1790411898208305589>
- <https://www.facebook.com/photo/?fbid=856876593135266&set=a.226333042856294>
- <https://www.linkedin.com/feed/update/urn:li:activity:7196177573561651200>

Website. Notices were posted on the FAA website in English and Spanish. This information included the following:

- NOI
- Fact sheets and posters
- Contact person for any special accommodations needed at the public meetings
- In-person meeting locations and times
- Links to the virtual meeting and phone number for call-in
- The virtual scoping meeting presentation in English and Spanish

Scoping Meetings

The FAA held three in-person public scoping meetings on June 12 and June 13, 2024, and one virtual public scoping meeting on June 17, 2024. The locations are listed in Table A.1-3. The meeting sites include Cape Canaveral and Merritt Island.

Table A.1-3. Scoping Meeting Dates and Locations

Location	Date/Time	Address
Radisson Cape Canaveral Jamaica Room	June 12 2 p.m. to 4 p.m. ET 6 p.m. to 8 p.m. ET	8701 Astronaut Boulevard Cape Canaveral, Florida 32920
Kennedy Space Center Visitor Complex	June 13 6 p.m. to 8 p.m. ET	Space Commerce Way Merritt Island, Florida 32953
Virtual	Meeting: June 17 6 p.m. to 8 p.m. ET	Public: https://us06web.zoom.us/j/89402979916

Note: ET = Eastern Time.

For the three in-person meetings, the scheduled meeting times were 2 p.m. to 4 p.m. and 6 p.m. to 8 p.m. on June 12, and 6 p.m. to 8 p.m. on June 13, to accommodate attendees' varying work schedules and the option of not having to drive when it is dark. The in-person public meetings were held in an open-house format. Participants were encouraged to review the displays, ask questions of project staff, and provide comments at their own pace. The public was informed that the FAA is in the early stages of the EIS process and appreciates the time and interest of attendees.

Scoping Meeting Attendance

Table A.1-4 shows the attendance at each meeting (both in person and virtual), while Figure A.1-1 shows the top eight city locations of attendees at the in-person meetings.

Table A.1-4. Meeting Attendance

Meeting	Attendance Number
June 12, 2024 Radisson 2 p.m. to 4 p.m.	89
June 12, 2024 Radisson 6 p.m. to 8 p.m.	48
June 13, 2024 Kennedy Space Center Visitor Complex 6 p.m. to 8 p.m.	64
June 17, 2024 Virtual	285
TOTAL	486

Note: Some team members signed in as attendees.

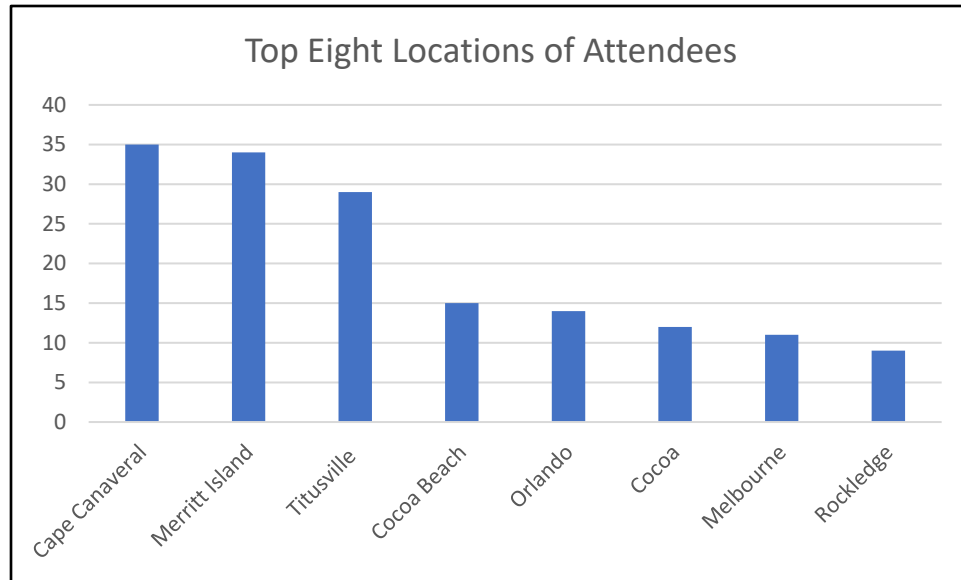


Figure A.1-1. Top Eight Locations of In-Person Attendees

A.1.1 Scoping Comments

The public scoping period was from May 10 to June 24, 2024. The numbers of submittals per source are shown in Table A.1-5. Submittals were provided as follows:

- Verbally at the in-person meetings or virtual public scoping meeting via the court reporter
- Using a comment form handed out at the in-person meetings
- The electronic docket
- United States Postal Service
- Using the chat feature

Table A.1-5. Source of Public Submittals

Source of Comments	Number
Verbally at in person and virtual	17
In-Person Comment Form	28
Electronic Docket	65
Postal Service Letters	1
Chat	44
TOTAL	155

All docket submittals, in their entirety, can be viewed on the project docket at <https://www.regulations.gov/docket/FAA-2024-1395/comments>.

A submittal may consist of multiple comments covering different topics. Table A.1-6 provides a summary of comments categorized by topic area.

Table A.1-6. Comments by Resource Area

Topic Area	Count	Summary
Mitigations	57	<ul style="list-style-type: none"> The need to identify mitigations for identified adverse effects.
Biological Resources	50	<ul style="list-style-type: none"> Potential effects to the ability of the USFWS, NPS, NASA, and DAF to conduct habitat/species management activities. Potential for general effects to wildlife and habitats. Potential effects to EFH. Potential effects to protected species and associated habitats.
Noise	46	<ul style="list-style-type: none"> Identification of noise metrics to be evaluated in the EIS. Potential for vibration effects to structures. General noise effects to the human and natural environment.
Socioeconomics	39	<ul style="list-style-type: none"> Impacts to visitor access and economic output. Administrative burden of accommodating additional launch viewing opportunities. Economic impact of closures on businesses that are dependent upon customers using these Federal properties. Impacts to other launch providers. Impacts to commercial fisheries. Financial liability for damages. Impacts to insurance rates/home values.
NEPA	36	<ul style="list-style-type: none"> Concern regarding connected actions (CCSFS and LC-39A) Concern that the study area is sufficiently large enough. Concern that anomalies are analyzed in the EIS.
Proposed Action	30	<p>Request for additional details on the Proposed Action:</p> <ul style="list-style-type: none"> Deluge water. Clear Zones/Closure Areas/Flight Hazard Areas. Blast Danger Zone. Public notification processes Stormwater management. Wastewater management. New roads/infrastructure.
Land Use	24	<ul style="list-style-type: none"> Potential for restrictions and closures to affect USFWS and NPS management activities, visitor opportunities, and visitor experiences at Merritt Island NWR and Canaveral National Seashore. Potential effects to other launch service providers.
Cumulative Effects	22	<ul style="list-style-type: none"> The scope of cumulative effect analysis to include the effects of the total number of approved and planned testing, launching, and landing activities at CCSFS and KSC. Identification of projects to consider as part of cumulative effects analysis. Potential cumulative effects for all resource areas addressed in the EIS. Potential cumulative effects to other launch providers.
Transportation	19	<ul style="list-style-type: none"> Potential effects to local roadways. Potential effects to maritime transportation.

Table A.1-6. Comments by Resource Area

Topic Area	Count	Summary
		<ul style="list-style-type: none"> Potential effects to airspace.
Water Resources	19	Potential for contamination of local waterways.
Utilities	9	Concern regarding the ability of local utility providers to accommodate water needs and wastewater.
Alternatives	8	<ul style="list-style-type: none"> Number of alternatives. Suggestions for additional alternatives.
Air Quality	6	Potential for adverse effects caused by the release of exhaust gases and material through exhaust plumes during rocket firings and after landings.
Solid Waste	6	Potential effects from debris.
Climate	5	<ul style="list-style-type: none"> Potential effects from greenhouse gas emissions. Potential effects on the stratospheric ozone layer.
Cultural Resources	5	Potential effects to the structural integrity of historic properties.
Health and Safety	5	<ul style="list-style-type: none"> Potential health and safety effects to workers and the public from proposed operations at LC-39A Potential effects to emergency response, hospitals, and other key public support infrastructure and services.
Environmental Justice	4	Potential impacts to environmental justice communities.
Section 4(f)	3	Potential constructive use of 4(f) properties.
Hazardous Materials/Waste	2	Potential effects associated with storage and use of hazardous materials and handling of hazardous waste.
Infrastructure	2	The maintenance and long-term sustainability of common-use infrastructure used for or impacted by the Proposed Action or later operations.
Visual	2	Potential for light pollution.
Farmlands	1	Potential for effect to the agricultural industry.
Public Relations	1	Suggestion for better notification during Draft EIS release.

Notes: CCSFS = Cape Canaveral Space Force Station; DAF = Department of the Air Force; EFH = essential fish habitat; EIS = Environmental Impact Statement; KSC = Kennedy Space Center; LC-39A = Launch Complex 39A; NASA = National Aeronautics and Space Administration; NEPA = National Environmental Policy Act; NPS = National Park Service; NWR = National Wildlife Refuge; USFWS = United States Fish and Wildlife Service.

A.1.2 Public Notices

A.1.2.1 Notice of Intent



40526

Federal Register / Vol. 89, No. 92 / Friday, May 10, 2024 / Notices

project-specific actions that require additional analysis. As decisions on specific applications are made, to the extent additional NEPA analysis is required, environmental review will be conducted to supplement the analysis set forth in this PEA.

Public Meeting

The FAA will provide an overview of the project and potential environmental impacts at a virtual public meeting on May 21, 2024. There will be a question-and-answer session where the public will have the opportunity to ask questions about the project after the presentation. Following the question-and-answer session, the public will have the opportunity to provide oral comments on the Draft PEA. The opportunity to provide oral comment will be given in the order that the requests are received. Comments should be limited to three minutes and must be reserved to the topic of the Draft PEA. Commenters who may need longer than three minutes are strongly encouraged to submit a written comment. The FAA will accept written comments until May 30, 2024. The FAA will not respond to oral comments during the virtual public meeting, but will review and respond to oral comments in the same fashion as written comments in preparing the Final PEA.

The U.S. Department of Transportation is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Comments Invited

The FAA invites interested stakeholders to submit comments on the Draft PEA, as specified in the **ADDRESSES** section of this Notice. The most helpful comments reference a specific recommendation, explain the reason for any recommended change, and include supporting information. The FAA will consider all comments received or post-marked on or before the closing date. The FAA will also consider late filed comments if it is possible to do so without incurring expense or delay.

Issued in Washington, DC, on May 7, 2024.

Derek W. Hufty,

Manager, General Aviation and Commercial Branch, Emerging Technologies Division, Office of Safety Standards, Flight Standards Service.

[FR Doc. 2024-10232 Filed 5-9-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Office of Commercial Space Transportation; Notice of Intent To Prepare an Environmental Impact Statement (EIS), Open a Public Scoping Period, and Hold Public Scoping Meetings

AGENCY: The Federal Aviation Administration (FAA), National Aeronautics and Space Administration (NASA), Fish and Wildlife Service (USFWS), National Park Service (NPS), Coast Guard (USCG), and Department of the Air Force (DAF).

ACTION: Notice of Intent to prepare an EIS, open a public scoping period, and hold public scoping meetings.

SUMMARY: This Notice provides information to Federal, State, and local agencies; Native American tribes; and other interested persons regarding the FAA's intent to prepare an EIS to evaluate the potential environmental impacts of issuing a commercial launch Vehicle Operator License to SpaceX for the Starship-Super Heavy launch vehicle at Launch Complex 39A (LC-39A) at Kennedy Space Center (KSC), Florida. SpaceX proposes to construct launch, landing, and other associated infrastructure at and in proximity to LC-39A. The proposal would also include Starship-Super Heavy launches at LC-39A; recoverable Super Heavy booster and Starship landings at LC-39A or on a droneship; and expendable Super Heavy booster and Starship landings in the ocean. The FAA will prepare the EIS in accordance with the National Environmental Policy Act of 1969, the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, as part of its licensing process. Additional information is available online at: https://www.faa.gov/space/stakeholder-engagement/spacex_starship_ksc.

DATES: The FAA invites interested agencies, organizations, Native American Tribes, and members of the public to submit comments to inform the FAA on the significant issues to be analyzed in depth in the EIS (e.g., range of actions, alternatives, environmental impacts). The public scoping period starts with the publication of this Notice in the **Federal Register**. To ensure sufficient time to consider issues identified during the public scoping period, comments should be submitted by one of the methods listed under **ADDRESSES** no later than June 24, 2024.

All comments will receive the same attention and consideration in the preparation of the EIS.

ADDRESSES: Comments, statements, or questions concerning scoping issues must be identified with the Docket Number FAA-2024-1395 and may be provided to the FAA as follows:

- **Federal E-Rulemaking Portal:** <http://www.regulations.gov>. Retrieve the docket by conducting a search for "FAA-2024-1395" and follow the online instructions for submitting comments. Please note that the FAA will post all comments on the internet without changes, including any personal information provided.

- By U.S. mail to Ms. Eva Long, FAA Environmental Protection Specialist, c/o Leidos, 2877 Guardian Lane, Virginia Beach, VA 23452.

We encourage you to submit comments electronically through the Federal E-Rulemaking Portal. If you submit your comments electronically, it is not necessary to also submit a hard copy. All comments received will be posted without change to <http://www.regulations.gov>. Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment—including any personal identifying information you provide—may be publicly available at any time. While you can request in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

SUPPLEMENTARY INFORMATION:

Background

When fully operational, SpaceX proposes that the Starship-Super Heavy launch vehicle will offer a heavy lift platform that expands the company's ability to execute the totality of its current and expected future customers' requirements. By providing a reusable launch vehicle, SpaceX proposes that the Starship-Super Heavy would deliver efficient access to space and enable cost-effective delivery of cargo and people to the moon and Mars. Currently, SpaceX is conducting flight tests of the Starship-Super Heavy at Starbase in Boca Chica, Texas, an exclusive use launch site that serves as SpaceX's primary research, development, and flight test launch facility for the vehicle.

In September 2019, NASA completed the *Final Environmental Assessment for the SpaceX Starship and Super Heavy Launch Vehicle at Kennedy Space Center (KSC)* ("2019 EA") to evaluate the potential environmental impacts

resulting from construction and operations associated with utilization of LC-39A for the SpaceX Starship-Super Heavy launch vehicle in practical applications. LC-39A is a SpaceX-leased launch site located on northern KSC property, approximately 3 miles east of NASA's Vehicle Assembly Building. LC-39A currently supports SpaceX Falcon 9 and Falcon Heavy launches.

The 2019 EA established the purpose and need for Starship-Super Heavy at KSC and LC-39A, which was to develop and implement formal agreements with SpaceX for use of NASA assets and to provide services and commodities to enable Starship-Super Heavy launches. Commercial use of KSC real property supports NASA's mandate to encourage the fullest commercial use of space, supports the goals of the National Aeronautics and Space Act, and advances the National Space Policy that Federal agencies shall ensure that United States (U.S.) Government space technology and infrastructure is made available for commercial use on a reimbursable, noninterference, and equitable basis. The need for Starship-Super Heavy at KSC aligns with NASA's Commercial Space Launch Act, as amended, which is to support the U.S. goal of encouraging activities by the private sector to strengthen and expand U.S. space transportation infrastructure.

NASA is seeking the support of the Starship-Super Heavy at KSC in its continued mission to expand commercial uses of space and the space industry by facilitating SpaceX efforts to strengthen U.S. space transportation and launch infrastructure and providing greater mission capability to NASA and SpaceX by continuing the development of ever evolving next generation launch vehicles and spacecraft. Additionally, NASA is seeking the support of the Starship-Super Heavy in meeting the U.S. goal of near-term lunar exploration, such as the NASA Artemis and Human Landing System (HLS) programs.

SpaceX proposes that the Starship-Super Heavy at KSC serves to increase the company's operational portfolio diversity (*i.e.*, the ability to support multiple customer missions at different locations) and capabilities through multiple Starship-Super Heavy launch sites, reduce space transportation costs (including within the Artemis and HLS programs), enhance exploration, support national leadership in space, and make space access more affordable.

Within the context of the 2019 EA, the scope of the Proposed Action was defined as infrastructure development and Starship-Super Heavy operations. Infrastructure development included

construction of a launch mount for the Starship and Super Heavy Booster, a liquid methane farm, transport road leading from the pad entrance gate to the launch mount, high-pressure gaseous commodity lines, a deluge water system, and a landing zone (including pad). The 2019 EA assessed approximately 24 Starship-Super Heavy launches per year, including lunar and Mars missions, satellite payload missions, and human spaceflight. Starship design at the time of the 2019 EA consisted of seven raptor engines, while the Super Heavy booster consisted of 31 Raptor engines. Starship landing locations included Landing Zone 1 at Cape Canaveral Space Force Station (CCSFS), downrange on a dronship (converted barge), and a new landing pad at LC-39A. Landings for Super Heavy, the first stage booster, were proposed to occur downrange on a dronship. Super Heavy booster returns to LC-39A were not considered in the 2019 EA. NASA's resultant Finding of No Significant Impact (FONSI) issued on September 19, 2019, concluded that the environmental impacts associated with Starship-Super Heavy infrastructure development and operations, within the scope of the 2019 EA, would not individually or cumulatively have a significant impact on the quality of the biological or physical environment.

Since 2019, SpaceX has undertaken infrastructure improvements at LC-39A (*e.g.*, construction of a launch mount) consistent with the scope of the 2019 EA. However, while the purpose and need for Starship-Super Heavy at LC-39A have not changed, the Starship-Super Heavy concept of operations has evolved from the original 2019 EA scope. SpaceX now proposes to construct additional launch infrastructure not previously contemplated in the 2019 EA: a Super Heavy booster catch tower, a natural gas liquefaction system and air separation unit for propellant generation, and stormwater/deluge ponds. SpaceX also proposes to launch an advanced design of the Starship and Super Heavy vehicle (up to nine raptor engines for Starship and up to 35 raptor engines for the Super Heavy booster), operate at a projected higher launch tempo (up to 44 launches per year), and land the Super Heavy booster at LC-39A in support of its reusability concept. Starship landings are no longer proposed to occur at Landing Zone 1 at CCSFS.

In order to conduct Starship-Super Heavy launch and landing operations from LC-39A, SpaceX must obtain a Vehicle Operator License from the FAA. Issuing a Vehicle Operator License and

approving associated airspace closures is considered a major Federal action under NEPA. In consideration of SpaceX's revised proposal, NASA, as the land management agency, and FAA, as the licensing agency, have determined that an EIS is the appropriate level of NEPA analysis to address the adjusted scope of Starship-Super Heavy at LC-39A. SpaceX will prepare this EIS under the supervision of the FAA which will serve as the lead agency at NASA's request (see 40 CFR 1506.5).

The EIS will consider the potential environmental impacts of the Proposed Action and the No Action Alternative. The successful completion of the environmental review process does not guarantee that the FAA would issue a Vehicle Operator License. The project must also meet all FAA safety, risk, and indemnification requirements for the appropriate license.

Proposed Action

The FAA's Federal Action would include (1) issuing a Vehicle Operator License to SpaceX, as well as potential future renewals or modifications to the Vehicle Operator License for operations that would be within the scope analyzed in the EIS; and (2) developing one or more formal agreements with SpaceX to outline notification procedures prior to, during, and after an operation including Notice to Air Missions (NOTAM), as well as issuing temporary airspace closures to ensure public safety in accordance with FAA Order 7400.2M, *Procedures for Handling Airspace Matters*.

SpaceX's Proposed Action within the context of this EIS consists of the totality of Starship-Super Heavy infrastructure improvements and operations, to include those identified in the 2019 EA, as well as those adjusted scope elements described previously. This includes up to 44 Starship-Super Heavy launches per year. Launches may occur during the day or at night. Each Starship-Super Heavy orbital launch would include either landing the Super Heavy booster at LC-39A or downrange in the Atlantic Ocean on a dronship or expending the booster in the Atlantic Ocean, no closer than approximately 5 nautical miles off the coast. Starship could also land at LC-39A or on a dronship or be expended in the high seas between 55 degrees south latitude and 55 degrees north latitudes. SpaceX would continue to launch Falcon 9 and Falcon Heavy missions at LC-39A while Starship-Super Heavy is operational.

While infrastructure improvements consistent with the 2019 EA are already

40528

Federal Register / Vol. 89, No. 92 / Friday, May 10, 2024 / Notices

underway, additional infrastructure improvements at LC-39A associated with the evolved Starship-Super Heavy program to be addressed in this EIS include, but are not limited to, a Super-Heavy catch tower; onsite facilities for propellant generation and propellant storage (e.g., natural gas pretreatment system and methane liquefier); cooling tower; air separation unit; and deluge system.

The potential environmental impacts of all proposed construction and operational activities, including those from launch and landing, will be analyzed in the EIS. The EIS will evaluate the potential environmental impacts associated with air quality; biological resources (including fish, wildlife, and plants); climate; coastal resources; Department of Transportation Act, Section 4(f); farmlands; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological and cultural resources; land use; natural resources and energy supply; noise and noise-compatible land use; socioeconomic, environmental justice, and children's health and safety risks; visual effects; and water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers). This analysis will consist of an evaluation of potential direct and indirect impacts and will account for cumulative impacts from other relevant activities in the vicinity of the action.

Concurrent with the NEPA process, the FAA is initiating National Historic Preservation Act section 106 Consultation to determine the potential effects of the Proposed Action on historic properties. Additionally, the FAA is consulting with the USFWS under section 7 of the Endangered Species Act (ESA) regarding potential impacts on federally listed threatened and endangered species. The FAA is also consulting with the National Marine Fisheries Service under section 7 of the ESA and the Marine Mammal Protection Act for potential impacts on protected marine species. Pursuant to the U.S. Department of Transportation Act of 1966, this EIS will comply with the requirements of section 4(f) of the Act, as applicable.

Alternatives

The Council on Environmental Quality defines "reasonable alternatives" as those "that are technically and economically feasible and meet the purpose and need for the proposed action." (40 CFR 1508.1(z)). Through an alternative screening process based on Starship-Super Heavy requirements and the purpose and need,

the 2019 EA established LC-39A as the approved location for Starship-Super Heavy operations, and infrastructure development based on NASA's 2019 FONSI is already underway. LC-39A could provide time-critical mission capability to NASA and commercial pursuits via the Starship-Super Heavy. In addition to existing launch infrastructure, LC-39A could provide launch site diversity for Starship-Super Heavy to meet the purpose and need for near-term lunar exploration under the NASA Artemis and HLS programs.

Given the above, the only alternative to the Proposed Action as described in this EIS is the No Action Alternative. Under the No Action Alternative, FAA would not issue a Vehicle Operator License for Starship-Super Heavy operations at LC-39A. SpaceX would not implement further improvements or launch Starship-Super Heavy from LC-39A. Potential impacts associated with the No Action Alternative will be analyzed in this EIS.

Scoping Meetings

FAA will hold three IN-PERSON scoping meetings and one VIRTUAL public scoping meeting. The meetings will allow the public to receive information on the Proposed Action, meet lead and cooperating agency representatives, and provide comments to the record.

The IN-PERSON meetings will be held on June 12, 2024, and June 13, 2024. The June 12, 2024, meetings will be held from 2 p.m.–4 p.m. and 6 p.m.–8 p.m. (Eastern) at the Radisson Cape Canaveral, 8701 Astronaut Blvd., Cape Canaveral, Florida 32920. The June 13, 2024, meeting will be held from 6 p.m.–8 p.m. (Eastern) at the Kennedy Space Center Visitor Complex, Space Commerce Way, Merritt Island, Florida 32953. All meetings will consist of an open house information-station format wherein the FAA will provide information describing the purpose of the scoping meetings, project schedule, opportunities for public involvement, Proposed Action and alternatives summary, and environmental resource area summary. Fact sheets will be made available containing similar information. At any time during the meetings, the public will have the opportunity to provide verbal comments to a court reporter or written comments via a written comment form at one of several commenting stations. English-Spanish translation services will be provided at the in-person meetings.

The VIRTUAL meeting will be held on June 17, 2024; 6 p.m.–8 p.m. (Eastern); the URL and call-in number for the meeting will be provided in

advance on the FAA's project website https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc. The virtual meeting will consist of a closed-captioned auto-run presentation describing the purpose of the scoping meetings, project schedule, opportunities for public involvement, Proposed Action and alternatives summary, and environmental resource area summary. Presentations will be run at the beginning of each hour. Members of the public may provide written comments via the chat function during the presentation and for the remainder of each hour. Verbal comments up to three minutes can be given after the completion of each presentation. A moderator will facilitate verbal comments. English-Spanish translation services for verbal comments will be provided. Both English and Spanish versions of the presentation will be made available to the public on FAA's project website.

More information regarding the scoping meetings, along with any published scoping materials, is available on FAA's project website at https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc.

Issued in Washington, DC.

Daniel P. Murray,
Executive Director, Office of Operational Safety.

[FR Doc. 2024-10149 Filed 5-9-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2024-0038]

Agency Information Collection Activities: Notice of Request for Reinstatement of a Previously Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of request for reinstatement of a previously approved information collection.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for reinstatement of an existing information collection that is summarized below under

SUPPLEMENTARY INFORMATION. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by July 9, 2024.

Public Notices

RESOLUTION OF THE
COUNTY COMMISSION
CLAY COUNTY,
FLORIDA
RESOLVED TO
387853X03
STATUTES, FLEEING
ARREST CERTAIN FE
UNDER SECTION
10, FLORIDA STAT
REFERRED TO AS TH
LEGAL ACT PROPER
EXEMPTION'.
Entered on file May
21, 2014, 2:44 PM
May 21, 2014, master
file with respect to the
exemption.
A copy of the resolution
is printed at the following
County Manager's Office,
10000 Highway 1, Suite
300, Jacksonville, FL 32217.

only Attorney's Office, on Jameson Way, Suite 300, Florida 32640.
The copy of Clerk to the Judge Commissioner's Order, with Broward Library, Florida Central Records, Florida (McBourn, Florida 32640), County, Natic, Florida. A copy of the resolution is posted online at:
<http://www.broward.com/courts/recordss/section28-201>
In addition, if a person of record any decision made, agency, or committee to any matter, such as hearing or hearing, I had a record of the case, and that, for each of the will need to maintain record of the made, of his or her own record includes the

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trial is to be based. St
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Amendment Act, perso
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Sited Listening System

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Space Coast Government
(SCGTV) on a R-
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channel 99. SCGTV also
a magazine during the
nith. Check the SCGTV
daily program
pu/ewe.scgvtv.com

Public Sale

Time of Sale: 9:00am
Location: 3645 Dixie Hwy
City: FL 32920
Title of Sale: 85542864
Buyer/Title: 2009 Toyota
VIN: 4YDT27227V23266

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Location: 3645 Dixie Hwy
City: FL 32920
Title of Sale: 85542864
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City: FL 32920
Title of Sale: 85542864
Buyer/Title: 2009 Toyota
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Public Notices

For more information, visit the FAA project website at:
https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc

Your Source

Public Notice
for the latest...

Activity Amount (Decrease)	Project to Receive Funding
\$466-92	
\$47-80	
\$26-75	
\$138-13	
\$779,763.00	Highway Needs of State, Dept. of Social Services, Division of Highway Construction
\$1,000.00	Highway for 1977-78

836430

551.04.96

[illegible]

**Your Source
Public Notice**
for the latest...

CITY OF MELBOURNE
Program Substantial Amendment and Public Hearing
In the FY 2019-2020 and
Hard County HOME Consu

PROJECT FUNDING
Transferring To
(Project for Addition
Funding)
(C) Owner Occupied Rental
Rehabilitation
(D)

ing it difficult to prove a causal link between the general fund and housing and Urban Development

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10 Orlando Sentinel | Section 1 | Sunday, June 9, 2002

Hogs
from fruit

appeared in at least 35 states as their numbers continue to grow at a rapid pace, leading officials to warn of a devastating population explosion called the "feral swine apocalypse."

The biggest threat the pig poses is to agriculture, rolling around in the dirt to cool off, rooting for food and eating crops, their favorite of which is corn. Still other dangers loom on the horizon: Across the ocean, wild pigs carry a deadly disease that could decimate the U.S. pork industry. Meanwhile, growing numbers of pigs combined with increasing development over once-wild lands means greater potential for ruined gardens and rare but possible, attacks on humans.

"Unfortunately the only solution we have right now is lethal removal," said Dr. John Mayer, a research scientist and manager at the Savannah River National Laboratory in South Carolina who has been studying wild pigs for over 40 years. "A lot of people don't believe there's such thing as a pig-proof fence."

Water like Florida and Texas have long borne the brunt of the feral hog problem and have struggled to manage it as the situation has grown more dire nationally. Officials have incentivized hunters by instituting few restrictions, and people have followed, by helicopter, drone, machine gun, and various combinations of the three, all year long. Yet some, including hunters themselves, question whether the approach is overkill, especially in areas where the animals are a vital food source.

"Agencies have created this process where they want to eliminate the hog," said Bishop Wright Jr., a longtime hunter based in West Palm Beach. "It's not managed to keep the hog, it's managed to eliminate the wild hog and eradicate it."

Praying to God

Craig Greene rarely feared for his life when he trapped wild pigs, at least until a day in 2008 when he was sure he was going to get eaten.

The longtime animal trapper was baiting a trap in a cow field in the middle of rural DeSoto County. But when he opened his sour corn, the pigs ran out of the woods, taking him off guard. He had no choice but to crawl into his own trap, which was about 3 feet tall. *Crawnel* is 6-foot-2.

Feral Swine Populations 159

Eventually, after what felt like several hours, the hog wandered off and Greene made it home alive, though as he walked, he couldn't be too sure they weren't just waiting in the trees for the right moment to pounce.

"I know when they kill you, they'll eat you while you're screaming," he said. "I'd rather get eaten by an alligator."

Though rare, wild pig attacks outnumber all species of shark attack combined. Still, the potential for dangerous interactions goes up as the pig population grows and humans develop lands where the pigs once roamed free.

"They've been here for 200 years and now everywhere they go they're getting pushed out," Greene said. "They're doing so much major construction. So now pigs are showing up in people's yards because the gated development is butted right up against a preserve."

"I've had phone calls like, 'Oh my God, I'm in my car right now, this guy is slamming his head up against my truck,'" Greene said. "Come on time."

One time, the police called him because a pig was on the loose in a hotel parking lot, banging itself into cars.

Recent hog sightings have worried residents across Florida, where the pigs now exist in all 67 counties. Sarasota County, where Greene lives, has some of the

Feral Swine Populations 2023
No. 2006-10

There are a number of factors that contribute to wild hog problems on the public," an FWC spokesman said in a text. "Seasonal and availability of food production, sound reproduction, and increased human population in Florida result in more people living in areas near ranging wild hogs are large contributors to wild hog observations and for observed

"I feel bad." TFF shoots it multiple times.

laughs "You want..."

[illegible]

ronies, helicopters
and automatic rifles
well danger for pigs

Still, when it's a matter of life or death, humans pore a far greater treat to pigs than hogs could ever be to humans.

Texan, people can sign up about the pigs with anti-snuffles from moving helicopters. Mississippi legislators have proposed a bill this year that would allow the use of drones to hunt hogs. In Florida, the Fish and Wildlife Conservation Commission requires no license to hunt them. There is no off-season, and

many little feet every year for hunt-

The damage to the economy in both Florida and nationwide is real. Farmers have enlisted Greens to remove weeds from orange groves where they knock over trees or eat the saplings. Nationally, wild dogs are estimated to cause \$15 billion in economic damage per year, according to the U.S. Department of Agriculture. And while certain areas may benefit from a shot of two, research has shown that they have overall simply destroyed Florida ecosystems and habitats while competing with native species.

Meanwhile, a disease the wild pigs spread called African Swine Fever has wrought havoc in Asia over the last few years and could devastate the U.S. pork industry if it ever crossed the ocean.

"It's the ultimate kiss of death for pigs," said Mayer. "If it ever got into this country the way it spread through Eurasia, it would be the death knell of U.S. pork industry. You wouldn't be able to buy bacon."

Scientists are working on less violent solutions, like oral contraceptives, but "they haven't really

Wild hog cuisine has also become more desirable, at least for some people. Greene has clients in Miami who buy hogs to cook around Christmas or Thanksgiving, sometimes 50 at a time.

"There are a lot more wild-bow dishes in restaurants now," said Mayer. "But we're not gonna barbecue our way out of this."

A true pig-proof fence may not exist, but a reinforced fence has brought peace to Fremdergen's Miramar neighborhood, at least for now. Word is that the hog-

Prendergast is an animal lover who spends his spare time watch-

"Those guys, they can do damage, I'll tell you that," Prendergast said. "They can do damage."



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Orlando Sentinel

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1 yr	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
2 yr	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
3 yr	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
5 yr	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
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8 yr	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
9 yr	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
10 yr	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
12 mo	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
15 mo	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
18 mo	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
24 mo	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
36 mo	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
48 mo	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
60 mo	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%	4.25%
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Federal Aviation Administration (FAA) INVITES YOU TO PARTICIPATE In Public Showing Hearings For the Environmental Statement (ES) for Space Shuttle **Space Shuttle Super Heavy at Kennedy Space Center, FL**

In accordance with the National Environmental Policy Act (NEPA), the FAA is preparing an **environmental statement** of the effects associated with the proposed construction and operation of the **Space Shuttle Super Heavy** (SSH) at Kennedy Space Center, Florida. The proposed construction and operation of the SSH will be subject to the FAA's review and approval. The FAA is soliciting comments from the public on the proposed construction and operation of the SSH. The FAA is soliciting comments from the public on the proposed construction and operation of the SSH. The FAA is soliciting comments from the public on the proposed construction and operation of the SSH.

<p>18-09-01-01 18-09-01-02 18-09-01-03 18-09-01-04 18-09-01-05 18-09-01-06 18-09-01-07 18-09-01-08 18-09-01-09 18-09-01-10 18-09-01-11 18-09-01-12 18-09-01-13 18-09-01-14 18-09-01-15 18-09-01-16 18-09-01-17 18-09-01-18 18-09-01-19 18-09-01-20 18-09-01-21 18-09-01-22 18-09-01-23 18-09-01-24 18-09-01-25 18-09-01-26 18-09-01-27 18-09-01-28 18-09-01-29 18-09-01-30 18-09-01-31 18-09-01-32 18-09-01-33 18-09-01-34 18-09-01-35 18-09-01-36 18-09-01-37 18-09-01-38 18-09-01-39 18-09-01-40 18-09-01-41 18-09-01-42 18-09-01-43 18-09-01-44 18-09-01-45 18-09-01-46 18-09-01-47 18-09-01-48 18-09-01-49 18-09-01-50 18-09-01-51 18-09-01-52 18-09-01-53 18-09-01-54 18-09-01-55 18-09-01-56 18-09-01-57 18-09-01-58 18-09-01-59 18-09-01-60 18-09-01-61 18-09-01-62 18-09-01-63 18-09-01-64 18-09-01-65 18-09-01-66 18-09-01-67 18-09-01-68 18-09-01-69 18-09-01-70 18-09-01-71 18-09-01-72 18-09-01-73 18-09-01-74 18-09-01-75 18-09-01-76 18-09-01-77 18-09-01-78 18-09-01-79 18-09-01-80 18-09-01-81 18-09-01-82 18-09-01-83 18-09-01-84 18-09-01-85 18-09-01-86 18-09-01-87 18-09-01-88 18-09-01-89 18-09-01-90 18-09-01-91 18-09-01-92 18-09-01-93 18-09-01-94 18-09-01-95 18-09-01-96 18-09-01-97 18-09-01-98 18-09-01-99 18-09-02-00</p>	<p>18-09-01-01 18-09-01-02 18-09-01-03 18-09-01-04 18-09-01-05 18-09-01-06 18-09-01-07 18-09-01-08 18-09-01-09 18-09-01-10 18-09-01-11 18-09-01-12 18-09-01-13 18-09-01-14 18-09-01-15 18-09-01-16 18-09-01-17 18-09-01-18 18-09-01-19 18-09-01-20 18-09-01-21 18-09-01-22 18-09-01-23 18-09-01-24 18-09-01-25 18-09-01-26 18-09-01-27 18-09-01-28 18-09-01-29 18-09-01-30 18-09-01-31 18-09-01-32 18-09-01-33 18-09-01-34 18-09-01-35 18-09-01-36 18-09-01-37 18-09-01-38 18-09-01-39 18-09-01-40 18-09-01-41 18-09-01-42 18-09-01-43 18-09-01-44 18-09-01-45 18-09-01-46 18-09-01-47 18-09-01-48 18-09-01-49 18-09-01-50 18-09-01-51 18-09-01-52 18-09-01-53 18-09-01-54 18-09-01-55 18-09-01-56 18-09-01-57 18-09-01-58 18-09-01-59 18-09-01-60 18-09-01-61 18-09-01-62 18-09-01-63 18-09-01-64 18-09-01-65 18-09-01-66 18-09-01-67 18-09-01-68 18-09-01-69 18-09-01-70 18-09-01-71 18-09-01-72 18-09-01-73 18-09-01-74 18-09-01-75 18-09-01-76 18-09-01-77 18-09-01-78 18-09-01-79 18-09-01-80 18-09-01-81 18-09-01-82 18-09-01-83 18-09-01-84 18-09-01-85 18-09-01-86 18-09-01-87 18-09-01-88 18-09-01-89 18-09-01-90 18-09-01-91 18-09-01-92 18-09-01-93 18-09-01-94 18-09-01-95 18-09-01-96 18-09-01-97 18-09-01-98 18-09-01-99 18-09-</p>
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Orlando Sentinel | Section 1 | Tuesday, June 11, 2024



Belgium's PM Alexander De Croo, right, and Defense Minister Lucienne De Donder, left, show Ukraine President Volodymyr Zelenskyy on a file on May 26 in Brussels. VIRGINIA MAYO/AP

WAR IN UKRAINE

Kyiv may keep some war jets abroad, away from Russians

By Hanna Arkhivna

ITVY, Ukraine—Ukraine may keep some of the F-16 fighter jets it is set to receive from its Western allies at foreign bases to protect them from Russian strikes, a senior Ukrainian military officer said Monday.

Belgium, Denmark, the Netherlands and Norway have committed to providing Ukraine with over 60 F-16 fighter jets to help it fend off Russian attacks. Ukrainian pilots are undergoing training to fly the warplanes ahead of the deliveries expected to start later this year.

Serhiy Holubnyak, head of aviation within Ukraine's air force, said that "a certain number of aircraft will be stored at secure air bases outside of Ukraine so that they are not targeted here."

Federal Aviation Administration (FAA) INVITES YOU TO PARTICIPATE IN Public Scoping Meetings for the Environmental Impact Statement (EIS) for SpaceX Starship-Super Heavy at Kennedy Space Center, FL

In accordance with the National Environmental Policy Act (NEPA), the FAA is preparing an EIS to assess potential environmental effects of launching commercial heavy-lift rockets from Kennedy Space Center (KSC) Launch Complex 39 (LC-39). The proposed launch schedule includes Starship-Super Heavy (SSH) launches from LC-39. The FAA is seeking public input on the proposed launch schedule and the potential environmental effects of the proposed launch schedule.

IN PERSON - June 12, 2024
Indiantown Civic Center
6:00 PM - 8:00 PM
Cape Canaveral, FL 32920
7 PM - 9 PM (check-in)
6 PM - 8 PM (check-in)

Public scoping comment submissions will be accepted by the following methods. When submitting comments please include the document number (EIS-2024-1234) and your name and address.

Submit to our mailing list: SpaceXStarshipEIS@faa.gov or to our website on this project. Scoping comments will be accepted by June 10, 2024.

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Backup power can keep you connected in an emergency. For more tips visit [Ready.gov](https://www.fema.gov/emergency)

Ready FEMA Ad

ANALYSIS

Macron makes huge gamble in calling elections in France

By Roger Cohen
The New York Times

PARIS — On the face of it, there is little logic in calling an election from a position of great weakness. But that is what French President Emmanuel Macron has done by calling a snap election in France on the back of a humiliating by-election defeat. After the National Rally of Marine Le Pen and her populist protégé Jordan Bardella handed him a crushing defeat Sunday in elections for the European Parliament, Macron might have done nothing. He might have redoubled his government, or simply shored up control on immigration and by renouncing contested plans to tighten rules on unemployment benefits.

Instead, Macron, who became president in 2017 by being a risk-taker, has made a gamble that France, having voted one way Sunday, will vote another way. "I am astonished, like almost everyone else," said Alain Duhamel, the president of the "Ensemble" coalition, the main center-right group in the 577-member National Assembly, an unlikely opponent, formerly an ally for the strongest party, which is more pliable, Macron may be obliged to swallow and do that.

Macron would then be confronted with the celebration through high political office of the extreme right, an idea he had outlined while ever since the Vichy government ruled France in collaboration with the Nazis between 1940 and 1944.

NOTICE OF PUBLIC HEARINGS City of Clermont City Council Petition to Establish the Parkside Trails Community Development District

DATE: JUNE 11, 2024 (FIRST HEARING)
JUNE 25, 2024 (SECOND HEARING)
TIME: 6:00 PM
LOCATION: City Hall - Council Chambers
885 W. Main Street
Clermont, Florida 34711

In compliance with the provisions of Chapter 190, Florida Statutes, public hearings will be held by the City Council for the City of Clermont, Florida, the "Council," on June 11, 2024 (first hearing) and June 25, 2024 (second hearing), both at 6:00 p.m., in the City Hall - Council Chambers, 885 W. Main Street, Clermont, Florida, 34711, to consider the following proposed Ordinance 2024-425:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLERMONT, FLORIDA, ESTABLISHING, ON THE PROPOSED PROPERTY KNOWN AS PARKSIDE TRAILS, THE UNIFORM COMMUNITY DEVELOPMENT DISTRICT ACT OF 1990, AS AMENDED BY CHAPTER 190, FLORIDA STATUTES, AND DESIGNATING THE INITIAL MEMBERS OF THE DISTRICT BOARD OF SUPERVISORS, AND DESIGNATING THE PROPOSED LAND AREA WITHIN WHICH THE DISTRICT MAY ACQUIRE, CONSTRUCT, OPERATE, MAINTAIN, IMPROVE, AND OTHERWISE FACILITIES WHICH MAY BE AUTHORIZED BY THE DISTRICT UNDER FLORIDA LAW, INCLUDING BUT NOT LIMITED TO: STORMWATER IMPROVEMENTS, ROADWAYS, WATER AND WASTEWATER UTILITIES, LIFT STATIONS AND FORCE MAINS, MECHANICAL WATER MAIN UTILITIES, MECHANICAL WASTE AND PUMP INFRASTRUCTURE, LANDSCAPE, LANDSCAPE AND IRRIGATION UTILITIES, UNDERGROUNDING OF ELECTRIC, AND OTHER INFRASTRUCTURE.

The proposed Parkside Trails Community Development District (the "District") is comprised of approximately 255.32 acres, generally located north of Schofield Road, east of 5 Mile Road, south of W. Phil C. Peters Road, and west of the Orange County line, as further depicted in the attached map. The Petitioner has proposed to establish the District to plan, finance, acquire, construct, operate and maintain infrastructure and community facilities which may be authorized by the District under Florida law, including but not limited to: stormwater improvements, roadways, water and wastewater utilities, lift stations and force mains, mechanical water main utilities, mechanical waste and pump infrastructure, landscape, landscape and irrigation utilities, undergrounding of electric, and other infrastructure.

Any affected individual or governmental entity shall be given an opportunity at the public hearing to appear and present oral or written comments to or against the District. Written comments filed with the Council will be considered and will be made a matter of record at the public hearing. Persons wishing to appeal are deemed to be in the Council at the above-referenced public hearing are hereby notified that they may need to ensure that a verbatim record of those proceedings is made, including the testimony and any documentary evidence on which an appeal may be based.

In accordance with the Americans with Disabilities Act of 1990 (ADA) and Section 208.26, Florida Statutes, if any person with a disability as defined by the ADA needs special accommodation to participate in the proceedings, such person shall, not later than 10 business days prior to the proceedings, call (352) 294-4681 for assistance. If needed, anyone who requests help to help the Americans with Disabilities Act of 1990, for their name at (352) 294-4681.

A copy of the proposed Ordinance and Petition are open to public inspection during normal business hours, between 8:00 a.m. and 5:00 p.m., Monday through Friday, at the City's Office, 885 W. Main Street, Clermont, Florida, 34711.



Notice of Intent to Prepare an Environmental Impact Statement (EIS), Open a Public Scoping Period, and Hold Public Scoping Meetings



The Federal Aviation Administration (FAA) as the lead Federal agency intends to prepare an EIS to evaluate the potential environmental impacts of issuing a commercial launch Vehicle Operator License to SpaceX for the Starship-Super Heavy launch vehicle at Launch Complex 39A (LC-39A) at Kennedy Space Center (KSC), Florida. SpaceX proposes to construct launch, landing, and other associated infrastructure at and in proximity to LC-39A. The proposal would also include Starship-Super Heavy launches at LC-39A; recoverable Super Heavy booster and Starship landings at LC-39A or on a dronship; and expendable Super Heavy booster and Starship landings in the ocean. Additional information regarding details of the Proposed Action is available online at:

https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc.

The EIS will be prepared in accordance with the National Environmental Policy Act of 1969 (NEPA: Title 42, United States Code, Sec. 4321 et seq.), the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (Title 40, Code of Federal Regulations, Parts 1500-1508), and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, as part of its licensing process.

The potential environmental impacts of all proposed construction and operational activities, including those from launch and landing, will be analyzed in the EIS. The EIS will evaluate the potential environmental impacts associated with air quality; biological resources (including fish, wildlife, and plants); climate; coastal resources; Department of Transportation Act, Section 4(f); farmlands; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological and cultural resources; land use; natural resources and energy supply; noise and noise-compatible land use; socioeconomics, environmental justice, and children's health and safety risks; visual effects; and water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers). This analysis will include an evaluation of potential direct and indirect impacts and will account for cumulative impacts from other relevant activities in the vicinity of the action.

Concurrent with the NEPA process, the FAA is initiating National Historic Preservation Act Section 106 Consultation to determine the potential effects of the Proposed Action on historic properties. Additionally, the FAA is consulting with the United States (U.S.) Fish

and Wildlife Service under Section 7 of the Endangered Species Act (ESA) regarding potential impacts on federally listed threatened and endangered species. The FAA is also consulting with the National Marine Fisheries Service under Section 7 of the ESA and the Marine Mammal Protection Act for potential impacts on protected marine species. Pursuant to the U.S. Department of Transportation Act of 1966, this EIS will comply with the requirements of Section 4(f) of the Act, as applicable.

The successful completion of the environmental review process does not guarantee that the FAA would issue a Vehicle Operator License. The project must also meet all FAA safety, risk, and indemnification requirements for the appropriate license.

Public Scoping Meetings:

FAA will hold three IN-PERSON scoping meetings and one VIRTUAL public scoping meeting. The meetings will allow the public to receive information on the Proposed Action, meet lead and cooperating agency representatives, and provide comments to the record.

The IN-PERSON meetings will be held on June 12, 2024, and June 13, 2024, at the times and locations identified below. All meetings will consist of an open house information-station format wherein the FAA will provide information describing the purpose of the scoping meetings, project schedule, opportunities for public involvement, Proposed Action and alternatives summary, and environmental resource area summary. Fact sheets will be made available containing similar information. At any time during the meetings, the public will have the opportunity to provide verbal comments to a court reporter or written comments via a written comment form at one of several commenting stations. English-Spanish translation services will be provided at the in-person meetings.

The VIRTUAL meeting will be held on June 17, 2024; 6pm – 8pm (Eastern); the URL and call-in number for the meeting will be provided in advance on the FAA's project website https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc. The virtual meeting will consist of a closed-captioned auto-run presentation at the beginning of each hour. Members of the public may provide written comments via the chat function during the presentation and for the remainder of each hour. Verbal comments up to three minutes can be given after the completion of each presentation. A moderator will facilitate verbal comments. English-Spanish translation services for verbal comments will be provided. Both English and Spanish versions of the presentation will be made available to the public on FAA's project website.

If any accommodation for the public meetings is needed (such as additional translation services), please submit a request by **June 5, 2024**, to the project email address: SpaceXStarship39AEIS@icf.com.

Public scoping meeting dates, locations, and times:

June 12, 2024, 2pm-4pm and 6pm-8pm (Eastern)

IN-PERSON

Radisson Cape Canaveral, Jamaica Room
8701 Astronaut Blvd
Cape Canaveral, FL 32920

June 13, 2024, 6pm-8pm (Eastern)**IN-PERSON**

Kennedy Space Center Visitor Complex
Space Commerce Way
Merritt Island, FL 32953

June 17, 2024, 6pm-8pm (Eastern)**VIRTUAL**

URL and call-in information will be provided prior to the meeting at
https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc

Submitting Written Comments:

The FAA invites interested agencies, organizations, Native American Tribes, and members of the public to submit comments to inform the FAA on the significant issues to be analyzed in depth in the EIS (e.g., range of actions, alternatives, environmental impacts). The public scoping period starts with the publication of the Notice of Intent to Prepare an EIS in the *Federal Register*. To ensure sufficient time to consider issues identified during the public scoping period, comments should be submitted by one of the methods listed below no later than **June 24, 2024**. All comments will receive the same attention and consideration in the preparation of the EIS.

Comments, statements, or questions concerning scoping issues must be identified with the Docket Number **FAA-2024-1395** and may be provided to the FAA as follows:

- Federal E-Rulemaking Portal: <http://www.regulations.gov>. Retrieve the docket by conducting a search for “FAA-2024-1395” and follow the online instructions for submitting comments. Please note that the FAA will post all comments on the Internet without changes, including any personal information provided.
- By U.S. mail to Ms. Eva Long, FAA Environmental Protection Specialist, c/o Leidos, 2877 Guardian Lane, Virginia Beach, VA 23452.

We encourage you to submit comments electronically through the Federal E-Rulemaking Portal. If you submit your comments electronically, it is not necessary to also submit a hard copy. All comments received will be posted without change to <http://www.regulations.gov>. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including any personal identifying information you provide – may be publicly available at any time. While you can request in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

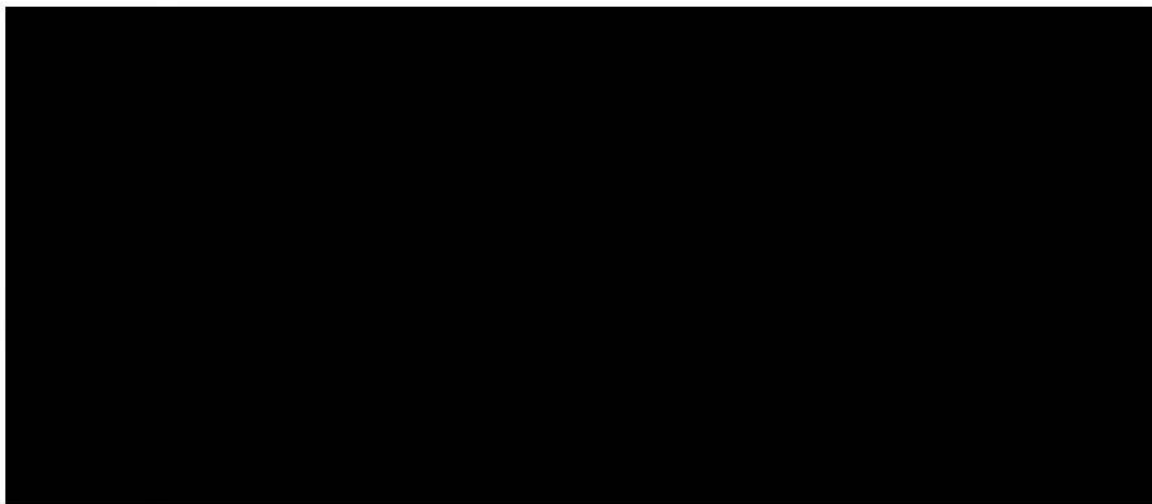
[Subscribe to our mailing list](#) to receive updates on this project:
SpaceXStarship39AEIS@icf.com. Please utilize one of the methods described above to submit public comments. Comments sent to the project email will not be considered a formal public comment.

Federal Aviation Administration | Ms. Eva Long, FAA Environmental Protection Specialist, c/o
Leidos, 2877 Guardian Lane, Virginia Beach, VA 23452

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Sent by spacexstarship39aeis@icf.com



Subject: FAA Notice of Scoping for Starship-Super Heavy at Kennedy Space Center Environmental Impact Statement

FAA Notice of Scoping for Starship-Super Heavy at Kennedy Space Center Environmental Impact Statement



**Federal Aviation
Administration**

**SPECIAL NOTICE TO MARINERS
OF THE SOUTH ATLANTIC COAST
OF THE EASTERN SEABOARD**

El aviso está disponible en español aquí.

**NOTICE OF PUBLIC SCOPING MEETINGS
FEDERAL AVIATION ADMINISTRATION**

**The Federal Aviation Administration invites you to attend
Public Scoping Meetings for the Environmental
Impact Statement (EIS) for Starship-Super Heavy
Operations at Kennedy Space Center, Florida**

The Federal Aviation Administration (FAA) as the lead Federal agency is preparing an EIS to evaluate the potential environmental impacts of issuing a commercial launch Vehicle Operator License to SpaceX for the Starship-Super Heavy launch vehicle at Launch Complex 39A (LC-39A) at Kennedy Space Center (KSC), Florida. SpaceX proposes to construct launch, landing, and other associated infrastructure at and in proximity to LC-

39A. The proposal also includes Starship-Super Heavy launches at LC-39A; recoverable Super Heavy booster and Starship landings at LC-39A or on a dronship; and expendable Super Heavy booster and Starship landings in the ocean. The FAA will also be holding scoping meetings for the EIS. Please see details below. Additional information regarding details of the Proposed Action is available online at:

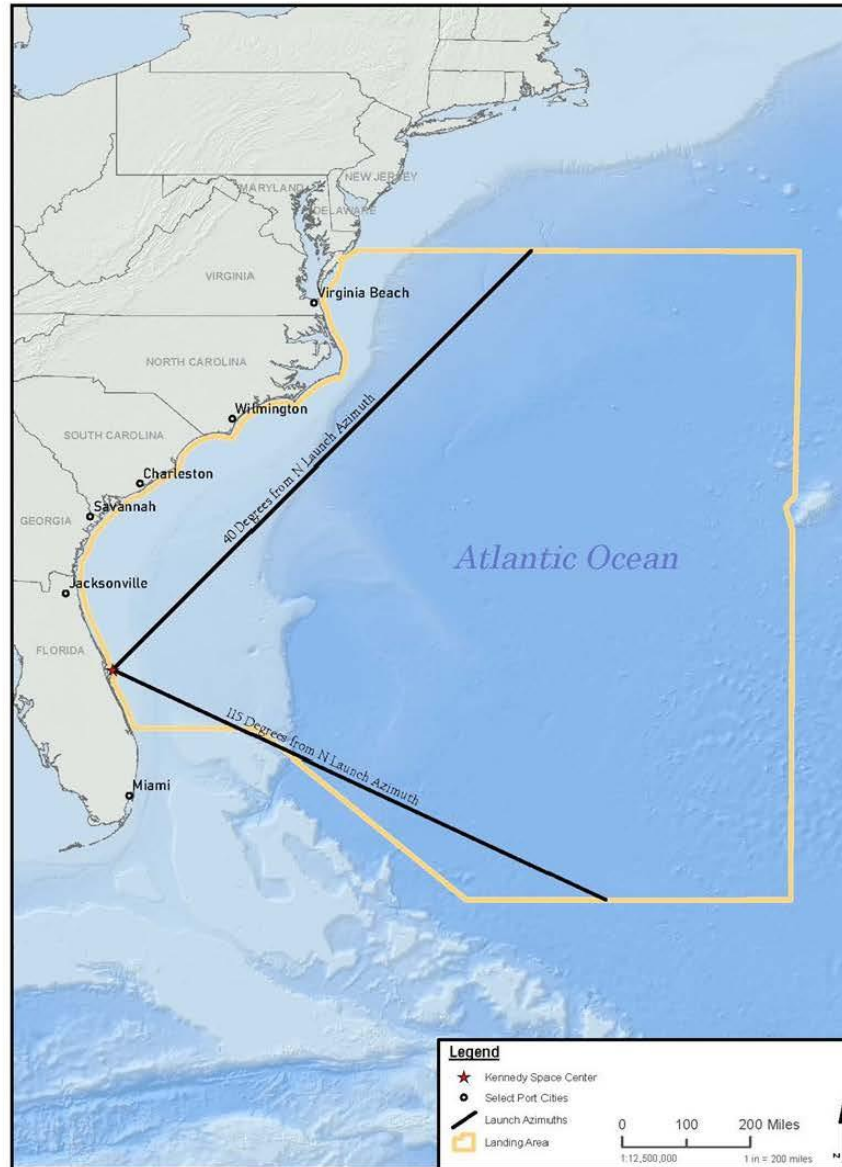
https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc.

FAA will hold four IN-PERSON scoping meetings and one VIRTUAL public scoping meeting. The meetings will allow the public to receive information on the Proposed Action, meet lead and cooperating agency representatives, and provide comments to the record.

The IN-PERSON meetings will be held on June 12, 2024, and June 13, 2024, at the times and locations identified below. All meetings will consist of an open house information-station format wherein the FAA will provide information describing the purpose of the scoping meetings, project schedule, opportunities for public involvement, Proposed Action and alternatives summary, and environmental resource area summary. Fact sheets will be made available containing similar information. At any time during the meetings, the public will have the opportunity to provide verbal comments to a court reporter or written comments via a written comment form at one of several commenting stations. Scoping meeting materials will be provided in English and Spanish, and English-Spanish translation services will be provided at the in-person meetings.

The VIRTUAL meeting will be held on June 17, 2024; 6pm – 8pm (Eastern); the URL and call-in number for the meeting will be provided in advance on the FAA's project website https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc. The virtual meeting will consist of a closed-captioned auto-run presentation at the beginning of each hour. Members of the public may provide written comments via the chat function during the presentation and for the remainder of each hour. Verbal comments up to three minutes can be given after the completion of each presentation. A moderator will facilitate verbal comments. English-Spanish translation services for verbal comments will be provided. Both English and Spanish versions of the presentation will be made available to the public on FAA's project website.

WHY ARE MARINERS BEING SPECIALLY NOTIFIED? The Proposed Action includes Starship-Super Heavy launches and landing operations at KSC. These operations could temporarily impact transit routes in the areas depicted in the figure below. Notices to Mariners (NOTMARS) would be issued that clearly define the temporary restricted areas and their durations, usually between one and ten minutes for launch and landing operations. Restricted areas would be limited to potential landing areas and launch safety zones. Entering closed areas is not prohibited, but strongly discouraged for vessel safety and to prevent potential delays or mission cancellations.



Public scoping meeting dates, locations, and times:

DATE	LOCATION	TIME [EASTERN]
------	----------	-------------------

June 12, 2024	IN-PERSON: Radisson Cape Canaveral, Jamaica Room 8701 Astronaut Blvd Cape Canaveral, FL 32920	2pm - 4pm & 6pm - 8pm
June 13, 2024	IN-PERSON: Kennedy Space Center Visitor Complex Space Commerce Way Merritt Island, FL 32953	6pm - 8pm
June 17, 2024	VIRTUAL: URL and Call-in information will be provided prior to the meeting at https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc	6pm - 8pm

If any accommodation for the public meetings is needed (such as additional translation services), please submit a request by June 5, 2024, to the project email address:
SpaceXStarship39AEIS@icf.com.

Submitting Written Comments

The FAA invites interested agencies, organizations, Native American Tribes, and members of the public to submit comments to inform the FAA on the significant issues to be analyzed in depth in the EIS (e.g., range of actions, alternatives, environmental impacts). The public scoping period starts with the publication of the Notice of Intent to Prepare an EIS in the Federal Register. To ensure sufficient time to consider issues identified during the public scoping period, comments should be submitted by one of the methods listed below no later than **June 24, 2024**. All comments will receive the same attention and consideration in the preparation of the EIS. Comments can be submitted in English or Spanish.

Comments, statements, or questions concerning scoping issues must be identified with the Docket Number **FAA-2024-1395** and may be provided to the FAA as follows:

- Federal E-Rulemaking Portal: <http://www.regulations.gov>. Retrieve the docket by conducting a search for "FAA-2024-1395" and follow the online instructions for submitting comments. Please note that the FAA will post all comments on the Internet without changes, including any personal information provided.
- By U.S. mail to Ms. Eva Long, FAA Environmental Protection Specialist, c/o Leidos, 2877 Guardian Lane, Virginia Beach, VA 23452.

We encourage you to submit comments electronically through the Federal E-Rulemaking Portal. If you submit your comments electronically, it is not necessary to also submit a hard copy. All comments received will be posted without change to <http://www.regulations.gov>. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including any personal identifying information you provide – may be publicly available at any time. While you can request in your comment to withhold your

personal identifying information from public review, we cannot guarantee that we will be able to do so.

Subscribe to our mailing list to receive updates on this project:
SpaceXStarship39AEIS@icf.com. Please utilize one of the methods described above to submit public comments. Comments sent to the project email will not be considered a formal public comment.

This is an email sent by Atcomedia, to receive no further e-mails [unsubscribe here](#), or mail us a written request to the attention of: Atcomedia, 118 East 25th Street, New York NY 10010

A.2 *Draft EIS Review*

This section will be provided in the Final EIS after public/agency review the Draft EIS.

A.2.1 Draft EIS Public and Agency Comments and Responses

A.3 Agency & Tribal Correspondence

A.3.1 United States Fish and Wildlife Service



U.S. Department
of Transportation
**Federal Aviation
Administration**

Commercial Space Transportation
800 Independence Ave., SW.
Washington, DC 20591

April 5, 2024

Mr. Keith Ramos
Manager, Merritt Island National Wildlife Refuge
U.S. Fish and Wildlife Service
1963 Refuge Headquarters Rd
Titusville, FL 32781

Dear Mr. Ramos:

The Federal Aviation Administration (FAA) Office of Commercial Space Transportation (AST) is developing an Environmental Impact Statement (EIS) to analyze the potential environmental impacts of issuing a Vehicle Operator License to Space Exploration Technologies Corporation (SpaceX) and approving associated airspace closures for Starship-Super Heavy launch operations from Launch Complex (LC)-39A at Kennedy Space Center (KSC) in Florida. In addition to launch operations, the EIS will consider the environmental impacts associated with the construction of launch, landing, and other attendant infrastructure at and in proximity to LC-39A. SpaceX operations would include landing the Super Heavy booster at LC-39A and conducting expendable and recoverable ocean landings of the Super Heavy booster (Atlantic Ocean) and Starship (Pacific and Indian Oceans).

Because of the proposal's location in relation to the Merritt Island National Wildlife Refuge, the FAA requests your participation as a cooperating agency in the development of this EIS as outlined in the Council of Environmental Quality regulations (40 CFR §1501.6). We look forward to you providing relevant expertise regarding federally listed species, national wildlife refuges, and information to facilitate the National Environmental Policy Act process. Please respond regarding your interest in participating as a cooperating agency at your earliest convenience.

Please contact Ms. Eva Long, Environmental Protection Specialist, from my staff at (321) 759-2188 or by email at Eva.Long@faa.gov with any questions.

Sincerely,

STACEY
MOLINICH ZEE

Digitally signed by STACEY
MOLINICH ZEE
Date: 2024.04.05 16:23:54 -0400

Stacey M. Zee
Manager, Operations Support Branch

cc:
Ms. Kathleen Burchett, R4 Refuge Supervisor - Area II, US Fish and Wildlife Service



United States Department of the Interior

FISH AND WILDLIFE SERVICE
1875 Century Boulevard
Atlanta, Georgia 30345



In Reply Refer To:
FWS/R4/NWRS/Area 2/081122

July 30, 2024

Stacey Molinich Zee
Manager, Operations Support Branch, Commercial Space Transportation
Federal Aviation Administration
800 Independence Ave, SW
Washington, D.C. 20591
delivered via email to: Stacey_Zee@faa.gov

Re: U.S. Fish and Wildlife Service Response to the Federal Aviation Administration's
Environmental Impact Statement Cooperating Agency Request for SpaceX's Proposed Starship-
Super Heavy Operations at Kennedy Space Center, Florida

Dear Ms. Zee:

The U.S. Fish and Wildlife Service (Service) appreciates the opportunity to participate as a cooperating agency in the Federal Aviation Administration's (FAA's) Environmental Impact Statement (EIS) for SpaceX's proposed Starship-Super Heavy operations at Kennedy Space Center (KSC) in Brevard County, Florida.

As a cooperating agency on this EIS, the Service's role would be to attend cooperating agency meetings, provide verbal and written comments as needed, and consult under the Endangered Species Act and any other applicable laws implemented by the Service. The Service will not be preparing any sections or subsections of the FAA's EIS or any other related or support documents. The cooperating agency status and level of involvement of the Service in this FAA EIS would not preclude the independent review and comment responsibilities of the Service under Section 102(2)(C) of the National Environmental Policy Act. The cooperating agency status and level of involvement of the Service in this EIS does not imply or convey that the Service concurs with all aspects of the FAA's analysis and findings.

Key Service points of contact and staff for this EIS are listed.

- National Wildlife Refuge System, Migratory Birds, and Fisheries
 - Primary Point of Contact: Keith Ramos, Project Leader, Merritt Island National Wildlife Refuge Complex, National Wildlife Refuge System, Southeast Region, U.S. Fish and Wildlife Service, keith_amos@fws.gov
 - Tom Penn, Deputy Project Leader, Merritt Island National Wildlife Refuge Complex, National Wildlife Refuge System, Southeast Region, U.S. Fish and Wildlife Service, tom_penn@fws.gov

Ms. Zee

2

- Cheri Ehrhardt, Natural Resource Planner, National Wildlife Refuge System, Southeast Region, U.S. Fish and Wildlife Service, cheri_ehrhardt@fws.gov
- Ecological Services
 - Primary Point of Contact: Brendan Myers, Regulatory Biologist, Florida Ecological Services Field Office, Southeast Region, U.S. Fish and Wildlife Service, brendan_myers@fws.gov
 - Mike Gillikin, Wildlife Biologist/Cape Canaveral Space Force Station Liaison, Florida Ecological Services Field Office, Southeast Region, U.S. Fish and Wildlife Service, michael_gillikin@fws.gov

Please include the above-listed staff in cooperating agency meetings and comment opportunities. Please direct any questions regarding the cooperating agency status of the Service to Keith Ramos, listed above.

Sincerely,



Mike Oetker
Regional Director

cc:

Kathleen Burchett, Refuge Supervisor, Southeast Region, U.S. Fish and Wildlife Service,
kathleen_burchett@fws.gov

Larry Williams, Program Supervisor, Florida Ecological Services Field Office, Southeast
Region, U.S. Fish and Wildlife Service, larry_williams@fws.gov

MEMORANDUM OF UNDERSTANDING
BETWEEN
FEDERAL AVIATION ADMINISTRATION
OFFICE OF COMMERCIAL SPACE TRANSPORTATION
AND
U.S. FISH AND WILDLIFE SERVICE
FOR THE
SPACEX STARSHIP-SUPER HEAVY LAUNCH PROGRAM AT LAUNCH COMPLEX 39A
ENVIRONMENTAL IMPACT STATEMENT

A. Introduction and Purpose

1. The purpose of this Memorandum of Understanding (MOU) is to establish an agreement between the Federal Aviation Administration Office of Commercial Space Transportation (FAA/AST or Party) and the U.S. Fish and Wildlife Service (USFWS or Party) (collectively, the Parties) regarding the roles, responsibilities, conditions, and procedures to be followed in preparing an Environmental Impact Statement (EIS) that complies with applicable statutes and regulations. The FAA/AST is the lead Federal agency for the project, and USFWS will be a cooperating agency. FAA/AST is responsible for licensing the operation of commercial launch facilities and the launches/reentries of launch vehicles pursuant to the Commercial Space Launch Act (as amended) of 1984 (51 United States Code (U.S.C.) Subtitle V, Ch. 509, §50901-50923).
2. The FAA/AST is in the early stages of developing an EIS to analyze the potential environmental impacts of issuing a Vehicle Operator License to Space Exploration Technologies Corporation (SpaceX) for the proposed launches of the Starship-Super Heavy vehicle from Launch Complex (LC)-39A at the John F. Kennedy Space Center (KSC) in Florida. To support Starship-Super Heavy launches, the Proposed Action would also include the construction of launch, landing, and other attendant infrastructure at and in proximity to LC-39A. SpaceX is proposing to land the Super Heavy booster at LC-39A and conduct expendable and recoverable ocean landings of the Super Heavy booster and Starship. The property to be evaluated for the facilities, infrastructure, and associated operations is currently used by SpaceX for Falcon program launches and is within the boundaries of KSC, much of which is overlapped by the USFWS-managed Merritt Island National Wildlife Refuge (NWR).
3. The EIS is being prepared as required by the National Environmental Policy Act of 1969, as amended (NEPA) (42 U.S.C. 4321 et seq.), the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations parts 1500-1508), and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*.

B. USFWS Responsibilities:

1. USFWS agrees to participate as a cooperating agency on the EIS. USFWS has special expertise and management responsibilities for land potentially affected by the activities evaluated in the EIS. The Proposed Action is located on, adjacent to, and outside of Merritt

Island NWR. By agreement with NASA, USFWS manages Merritt Island NWR, much of which overlays KSC. In addition, the USFWS also owns and manages additional property outside of KSC as part of Merritt Island NWR. Similarly, the National Park Service manages Canaveral National Seashore, which abuts and overlaps a portion of Merritt Island NWR and KSC; the National Park Service also owns and manages additional property outside of KSC as part of Canaveral National Seashore. The USFWS and National Park Service have some shared responsibilities for the lands in the overlap between Merritt Island NWR and Canaveral National Seashore.

2. USFWS will provide written comments that would support FAA/AST's preparation of the EIS, reflecting special expertise with respect to environmental issues concerning the impacts of the Proposed Action. USFWS will not prepare any portions of the EIS or supporting documents as a cooperating agency but will engage in all appropriate consultations and will prepare such documents, reports, and opinions necessary to comply with Section 7 of the Endangered Species Act. USFWS will endeavor to meet the review periods provided by the FAA.
3. USFWS will designate two main points of contact on all matters concerning the EIS preparation: (1) National Wildlife Refuge System and (2) Ecological Services.
4. USFWS will attend meetings (e.g., scoping, Draft EIS, or as may be otherwise required) (in person or via telecon) with Federal, State, regional, and local agencies and interested individuals and groups, where appropriate, to protect USFWS's interests, for the purpose of increasing communication and providing comments on the project.
5. USFWS will ensure cooperative coordination of efforts and exchange of information with the EIS contractor, using procedures agreed upon by FAA/AST.
6. USFWS agrees that it will not directly contact the EIS contractor (Leidos) with respect to any requests for preparing or amending portions of the content of the EIS unless first permitted to do so by the FAA/AST. At the request of FAA/AST, USFWS will participate in FAA/AST EIS project team meetings with the EIS contractor as may be scheduled during the EIS's preparation.
7. USFWS comments (on any NEPA related document) that are generated from multiple USFWS staff/divisions will be consolidated by USFWS into one submittal before being sent to FAA/AST.
8. USFWS will provide documentation as requested by the FAA/AST for creation of the Administrative Record.

C. FAA/AST Responsibilities:

1. As the lead Federal agency in this effort to prepare an EIS, the FAA/AST is ultimately responsible for assuring compliance with the requirements of NEPA.
2. The FAA/AST and the EIS contractor will share the responsibility for planning, advertising, conducting, and memorializing scoping meetings and public hearings/meetings. The EIS contractor and the FAA/AST will make meeting arrangements

and prepare all material necessary for the meetings. The FAA/AST will coordinate materials, as appropriate, with USFWS for review. USFWS will attend (in person or via telecon) as a cooperating agency.

3. Upon completion of the preliminary Draft EIS, the FAA/AST and USFWS, along with any other cooperating agencies, will review the document. USFWS will have 10 business days (as specified in the schedule) for the review unless a longer period is agreed upon by the FAA/AST. The FAA/AST, assisted by its EIS contractor, is responsible for printing and distributing the Scoping Summary Report, Draft EIS, and Final EIS.
4. The FAA/AST will release the Draft EIS to the public and to Federal, State, and local agencies for review and comment. The FAA/AST will be responsible for filing the Draft EIS with the U.S. Environmental Protection Agency (EPA). A public comment period of no less than 45 calendar days will be initiated when the EPA publishes the "Notice of Availability" of the Draft EIS in the Federal Register.
5. The FAA/AST will be the recipient of all comments on the Draft EIS resulting from the review and comment period. The FAA/AST will provide copies of all comments to USFWS and any other cooperating agencies in a timely manner after the end of the comment period. As appropriate, the FAA/AST and USFWS will consider and address any comments on the Draft EIS that are specific to USFWS's expertise.
6. Following the close of the Draft EIS review and comment period, upon revision of the text, which will include responses to the comments on the Draft EIS, the FAA/AST and USFWS, along with any other cooperating agencies, will review and comment on the preliminary Final EIS. USFWS will have 5 business days for review (as specified in the schedule) unless a longer period is agreed to by FAA/AST. At the conclusion of its review, USFWS will inform the FAA/AST whether its comments and proposed revisions, if any, have been satisfied. The FAA/AST will file the Final EIS with the EPA.
7. For reviews of documents and materials other than the completed preliminary DEIS and preliminary FEIS (as detailed in #3 and #6 above), the USFWS review will be for the time periods specified in the schedule unless a longer period is agreed to by FAA/AST. Examples of other reviews may include, but are not limited to, back check reviews, review of the description of Proposed Action and alternatives (DOPAA), and review of public meeting materials.

D. Dispute Resolution

1. The Parties agree that if a dispute regarding the provisions of this MOU arises, efforts will be made to settle the dispute cooperatively at the lowest staffing possible level. If efforts to settle at the lowest level are unsuccessful, then the dispute will be elevated to the next higher level of management within each Party. If the next higher level of management for each Party is unable to resolve the dispute, then the dispute will be elevated to the next higher level and will continue to be elevated within the Parties until the dispute is resolved.
2. If a dispute concerns substantive environmental issues addressed in the EIS rather than procedural issues covered by this MOU, USFWS has the option of referring an interagency disagreement to the CEQ, consistent with the CEQ regulations implementing NEPA.

However, it is recognized that such a referral is reserved as a last resort when the Parties have exhausted all reasonable efforts to resolve a dispute.

E. Modification and Termination

This MOU may be modified only by written agreement of the Parties, signed and executed by the Parties' authorized representatives.

Each Party to this MOU may terminate this MOU after 30 calendar days prior notice, in writing, to the other Party. During the intervening 30 calendar days, the Parties agree to actively attempt to resolve any disputes or disagreements.

F. Duration of MOU

This MOU is effective on the date all Parties have signed and will terminate when the Administrative Record is provided to the FAA/AST by the EIS contractor, unless terminated earlier pursuant to Section E above.

G. Key Officials

The personnel specified below are considered essential to the successful coordination and communication between the FAA/AST and USFWS for the responsibilities and understandings described in this MOU. Upon written notice to the other Party (or Parties) in this MOU, that Party may designate an alternate to act in place of the designated Key Official or designate a new Key Official. Notices from either Party with respect to this MOU must be in writing and delivered by personal or electronic delivery or other appropriate means to the Key Officials of the other Party at the addresses or contact information indicated below.

For USFWS:

Name: Gianfranco Basili

Title: Deputy State Supervisor, Florida Ecological Services Field Office, Southeast Region, U.S. Fish and Wildlife Service

Email: gianfranco_basili@fws.gov

Phone Number: 352-749-2451

Name: Keith Ramos

Title: Project Leader, Merritt Island National Wildlife Refuge Complex, National Wildlife Refuge System, Southeast Region, U.S. Fish and Wildlife Service

Email: keith_amos@fws.gov

Phone Number: 321-861-2278

For FAA:

Name: Eva Long

Title: Environmental Protection Specialist

Email: eva.long@faa.gov

Phone Number: 321-759-2188

Name: Amy Hanson

Title: Environmental Protection Specialist

Email: amy.hanson@faa.gov
Phone Number: 847-243-7609

FOR THE FEDERAL AVIATION ADMINISTRATION, OFFICE OF COMMERCIAL SPACE
TRANSPORTATION:

DATE: 1/24/25

SIGNED: DANIEL P MURRAY Digitally signed by
DANIEL P MURRAY
Date: 2025.01.24
18:18:22 -05'00'

Daniel P. Murray
Executive Director, Office of Operational Safety
FAA/AST

FOR THE U.S. FISH AND WILDLIFE SERVICE:

DATE: 1/23/25

SIGNED: MICHAEL OETKER Digitally signed by
MICHAEL OETKER
Date: 2025.01.23
15:35:44 -05'00'

Mike Oetker
Regional Director
Southeast Region
U.S. Fish and Wildlife Service

A.3.2 National Park Service



U.S. Department
of Transportation
**Federal Aviation
Administration**

Commercial Space Transportation
800 Independence Ave., SW.
Washington, DC 20591

April 5, 2024

Ms. Carmen Thomson
Superintendent, Canaveral National Seashore
U.S. Department of the Interior
National Park Service
212 S Washington Ave
Titusville, FL 32796

Dear Ms. Thomson:

The Federal Aviation Administration (FAA) Office of Commercial Space Transportation (AST) is developing an Environmental Impact Statement (EIS) to analyze the potential environmental impacts of issuing a Vehicle Operator License to Space Exploration Technologies Corporation (SpaceX) and approving associated airspace closures for Starship-Super Heavy launch operations from Launch Complex (LC)-39A at Kennedy Space Center (KSC) in Florida. In addition to launch operations, the EIS will consider the environmental impacts associated with the construction of launch, landing, and other attendant infrastructure at and in proximity to LC-39A. SpaceX operations would include landing the Super Heavy booster at LC-39A and conducting expendable and recoverable ocean landings of the Super Heavy booster (Atlantic Ocean) and Starship (Pacific and Indian Oceans).

Because of the proposal's proximity to the Canaveral National Seashore, the FAA requests your participation as a cooperating agency in the development of this EIS as outlined in the Council on Environmental Quality regulations (40 CFR §1501.6). We look forward to you providing relevant expertise regarding historic properties and information to facilitate the National Environmental Policy Act process. Please respond regarding your interest in participating as a cooperating agency at your earliest convenience.

Please contact Ms. Eva Long, Environmental Protection Specialist, from my staff at (321) 759-2188 or by email at Eva.Long@faa.gov with any questions.

Sincerely,

STACEY
MOLINICH ZEE

Digitally signed by
STACEY MOLINICH ZEE
Date: 2024.04.05
16:23:01 -0400

Stacey M. Zee
Manager, Operations Support Branch

cc:

Mr. Ben West, Program Manager, Planning and Compliance Division, NPS, DOI Region 2, South Atlantic-Gulf Region
Ms. Meredith Dennis, Environmental Protection Specialist, NPS, DOI Region 2, South Atlantic-Gulf Regional Office



United States Department of the Interior

NATIONAL PARK SERVICE
Atlanta Federal Center
1924 Building
100 Alabama Street, SW
Atlanta, GA 30303



IN REPLY REFER TO:

1.A.2 (SERO-PC)

Ms. Stacey M. Zee
Manager, Operations Support Branch
U.S. Department of Transportation
Federal Aviation Administration
Commercial Space Transportation
800 Independence Ave., SW
Washington, DC 20591

Dear Ms. Zee:

In response to your letter dated April 5, 2024, the National Park Service (NPS), formally accepts your request to participate as a cooperating agency in developing the Environmental Impact Statement (EIS) to analyze the potential environmental impacts of issuing a Vehicle Operator License to Space Exploration Technologies Corporation (SpaceX) and approving associated airspace closures for Starship-Super Heavy launch operations from Launch Complex (LC)-39A at Kennedy Space Center (KSC) in Florida.

The NPS has special expertise regarding the resources and values of Canaveral National Seashore (CANA) and the surrounding areas which would likely be impacted by Starship-Super Heavy launches at nearby LC-39A. The NPS proposes to assist the Federal Aviation Administration (FAA) in the development of its environmental impact analysis and ultimate decision regarding the issuance of a Vehicle Operator License for SpaceX launches at LC-39A. As a cooperating agency, the NPS would assist the FAA in developing the EIS to ensure that pertinent NPS mission statements, legislative authorities, and policies are duly considered when developing any alternatives, related management actions, or options that would potentially affect CANA. Comments on the Draft Description of the Proposed Action and Alternatives provided on April 3, 2024, should also be considered as initial NPS scoping comments to assist in the development of the EIS for the project. The NPS's cooperating agency status and level of involvement would not preclude our independent review and comment responsibilities under Section 102(2)(C) of the National Environmental Policy Act. Similarly, our being a cooperating agency would not imply that the NPS would necessarily concur with all aspects of the FAA's findings.

Interior Region 2 • South Atlantic-Gulf

**Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi
North Carolina, Puerto Rico, South Carolina, Tennessee, U.S. Virgin Islands**

We look forward to working with the FAA on this important project and EIS. Should you have any questions, or need additional information concerning this request, please contact Ms. Meredith Dennis at meredith_dennis@nps.gov for general project coordination and Ms. Carmen Thomson, Superintendent, Canaveral National Seashore, at carmen_thomson@nps.gov for CANA-specific questions.

Sincerely,

MARK
FOUST

 Digitally signed by MARK
FOUST
Date: 2024.05.14
10:15:45 -04'00'

Mark A. Foust
Regional Director

MEMORANDUM OF UNDERSTANDING
BETWEEN
FEDERAL AVIATION ADMINISTRATION
OFFICE OF COMMERCIAL SPACE TRANSPORTATION
AND
NATIONAL PARK SERVICE
FOR THE
SPACEX STARSHIP-SUPER HEAVY LAUNCH PROGRAM AT LAUNCH COMPLEX
39A ENVIRONMENTAL IMPACT STATEMENT

A. Introduction and Purpose

1. The purpose of this Memorandum of Understanding (MOU) is to establish an agreement between the Federal Aviation Administration Office of Commercial Space Transportation (FAA/AST or Party) and the National Park Service (NPS or Party) (collectively, the Parties) regarding the roles, responsibilities, conditions, and procedures to be followed in preparing an Environmental Impact Statement (EIS) that complies with applicable statutes and regulations. The FAA/AST is the lead Federal agency for the project, and the NPS will be a cooperating agency. FAA/AST is responsible for licensing the operation of commercial launch facilities and the launches/reentries of launch vehicles pursuant to the Commercial Space Launch Act (as amended) of 1984 (51 United States Code (U.S.C.) Subtitle V, Ch. 509, §50901-50923).
2. The FAA/AST is in the early stages of developing an EIS to analyze the potential environmental impacts of issuing a Vehicle Operator License to Space Exploration Technologies Corporation (SpaceX) for the proposed launches of the Starship-Super Heavy vehicle from Launch Complex (LC)-39A at the John F. Kennedy Space Center (KSC) in Florida. To support Starship-Super Heavy launches, the Proposed Action would also include the construction of launch, landing, and other attendant infrastructure at and in proximity to LC-39A. SpaceX is proposing to land the Super Heavy booster at LC-39A and conduct expendable and recoverable ocean landings of the Super Heavy booster and Starship. The property to be evaluated for the facilities, infrastructure, and associated operations is currently used by SpaceX for Falcon program launches and is within the boundaries of KSC.
3. The EIS is being prepared as required by the National Environmental Policy Act of 1969, as amended (NEPA) (42 U.S.C. 4321 et seq.), the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations parts 1500-1508), and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*.
4. The NPS enters into this MOU pursuant to the following legal authority: General Authority to Take Actions That Promote and Regulate Units of the National Park System (54 U.S.C. §§ 100101 - 100102): The NPS Organic Act directs the Secretary to promote and regulate National Park System lands by such means and measures as to

conform to the fundamental purpose of such lands, namely, conservation of the scenery and the natural and historic objects and wildlife therein, and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.

B. NPS Responsibilities:

1. The NPS agrees to participate as a cooperating agency on the EIS. The NPS has special expertise and management responsibilities for land potentially affected by the activities evaluated in the EIS. The NPS manages Canaveral National Seashore, which is located in proximity to the proposed action. The NPS will provide the FAA/AST with relevant information that would support FAA/AST's preparation of the EIS and will provide special expertise including but not limited to environmental issues concerning use of space launch vehicles.
2. The NPS will designate two main points of contact on all matters concerning the EIS preparation.
3. The NPS will attend meetings (e.g., scoping, Draft EIS, or as may be otherwise required) (in person or via telecon) with Federal, State, regional, and local agencies and interested individuals and groups, where appropriate, to protect the NPS's interests, for the purpose of increasing communication and receiving comments on the project.
4. The NPS will ensure cooperative coordination of efforts and exchange of information with the EIS contractor, using procedures agreed upon by FAA/AST.
5. The NPS agrees that it will not directly contact the EIS contractor (Leidos) with respect to any requests for preparing or amending portions of the content of the EIS unless first permitted to do so by the FAA/AST. At the request of FAA/AST, the NPS will participate in FAA/AST EIS project team meetings with the EIS contractor as may be scheduled during the EIS's preparation.
6. The NPS comments (on any NEPA-related document) that are generated from multiple NPS staff/divisions will be consolidated by the NPS into one submittal before being sent to FAA/AST.
7. The NPS will provide documentation as requested to the FAA for creation of the Administrative Record.

C. FAA/AST Responsibilities:

1. As the lead Federal agency in this effort to prepare an EIS, the FAA/AST is ultimately responsible for assuring compliance with the requirements of NEPA.
2. The FAA/AST and the EIS contractor will share the responsibility for planning, advertising, conducting, and memorializing scoping meetings and public hearings/meetings. The EIS contractor and the FAA/AST will make meeting arrangements and prepare all material necessary for the meetings. The FAA/AST will coordinate materials, as appropriate, with the NPS for review. The NPS will attend (in person or via telecon) as a cooperating agency.

3. Upon completion of the preliminary Draft EIS, the FAA/AST and the NPS, along with any other cooperating agencies, will review the document. The NPS will have 10 business days (as specified in the schedule) for the review unless a longer period is agreed upon by the FAA/AST. The FAA/AST, assisted by its EIS contractor, is responsible for printing and distributing the Scoping Summary Report, Draft EIS, and Final EIS.
4. The FAA/AST will release the Draft EIS to the public and to Federal, State, and local agencies for review and comment. The FAA/AST will be responsible for filing the Draft EIS with the U.S. Environmental Protection Agency (EPA). A public comment period of no less than 45 calendar days will be initiated when the EPA publishes the "Notice of Availability" of the Draft EIS in the Federal Register.
5. The FAA/AST will be the recipient of all comments on the Draft EIS resulting from the review and comment period. The FAA/AST will provide copies of all comments to the NPS and any other cooperating agencies in a timely manner after the end of the comment period. As appropriate, the FAA/AST and the NPS will consider and address any comments on the Draft EIS that are specific to the NPS's expertise.
6. Following the close of the Draft EIS review and comment period, upon revision of the text, which will include responses to the comments on the Draft EIS, the FAA/AST and the NPS, along with any other cooperating agencies, will review and comment on the preliminary Final EIS. The NPS will have 5 business days for a review (as specified in the schedule) unless a longer period is agreed to by FAA/AST. At the conclusion of its review, the NPS will inform the FAA/AST whether its comments and proposed revisions, if any, have been satisfied. The FAA/AST will file the Final EIS with the EPA.
7. For reviews of documents and materials other than the completed preliminary DEIS and preliminary FEIS (as detailed in #3 and #6 above), the NPS review will be for the time periods specified in the schedule unless a longer period is agreed to by FAA/AST. Examples of other reviews may include, but are not limited to, back check reviews, review of the description of preliminary proposed action and alternatives (DOPAA), and review of public meeting materials.

D. Dispute Resolution

1. The Parties agree that if a dispute regarding the provisions of this MOU arises, efforts will be made to settle the dispute cooperatively at the lowest possible staffing level. If efforts to settle at the lowest level are unsuccessful, then the dispute will be elevated to the next higher level of management within each Party. If the next higher level of management for each Party is unable to resolve the dispute, then the dispute will be elevated to the next higher level and will continue to be elevated within the Parties until the dispute is resolved.
2. If a dispute concerns substantive environmental issues addressed in the EIS rather than procedural issues covered by this MOU, the NPS has the option of referring an interagency disagreement to the CEQ, consistent with the CEQ regulations implementing NEPA. However, it is recognized that such a referral is reserved as a last resort when

Parties have exhausted all reasonable efforts to resolve a dispute.

E. Modification and Termination

This MOU may be modified only by written agreement of the Parties, signed and executed by the Parties' authorized representatives.

Each Party to this MOU may terminate this MOU after 30 calendar days prior notice, in writing, to the other Party. During the intervening 30 calendar days, the Parties agree to actively attempt to resolve any disputes or disagreements.

F. Duration of MOU

This MOU is effective on the date all Parties have signed and will terminate when the Administrative Record is provided to the FAA/AST by the EIS contractor, unless terminated earlier pursuant to Section E above.

G. Key Officials

The personnel specified below are considered essential to the successful coordination and communication between the FAA/AST and the NPS for the responsibilities and understandings described in this MOU. Upon written notice to the other Party (or Parties) in this MOU, that Party may designate an alternate to act in place of the designated Key Official or designate a new Key Official. Notices from either Party with respect to this MOU must be in writing and delivered by personal delivery, electronic delivery, or other appropriate means to the Key Officials of the other Party at the addresses or contact information indicated below.

For the NPS:

Name: Meredith Dennis

Title: Environmental Protection Specialist, Southeast Regional Office

Email: Meredith_dennis@nps.gov

Phone Number: 404-507-5710

Name: Carmen Thomson

Title, Superintendent, Canaveral National Seashore

Email: carmen_thomson@nps.gov

Phone Number: 321-291-1860

For FAA:

Name: Eva Long

Title: Environmental Protection Specialist

Email: eva.long@faa.gov

Phone Number: 321-759-2188

Name: Amy Hanson

Title: Environmental Protection Specialist

Email: amy.hanson@faa.gov

Phone Number: 847-243-7609

FOR THE FEDERAL AVIATION ADMINISTRATION, OFFICE OF COMMERCIAL SPACE
TRANSPORTATION:

DATE: _____

SIGNED: **DANIEL P
MURRAY**  Digitally signed by DANIEL
P MURRAY
Date: 2025.01.24 18:15:10
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Daniel P. Murray
Executive Director, Office of Operational Safety
FAA/AST

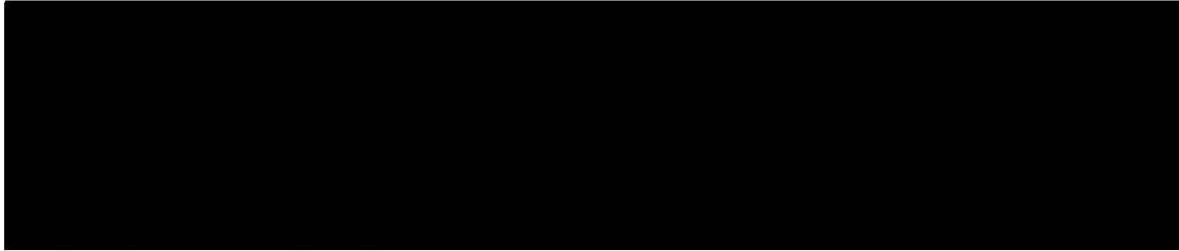
FOR THE NATIONAL PARK SERVICE:

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Date: 2025.01.21 13:43:34
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Mark A. Foust
Regional Director, Interior Region 2
National Park Service

A.3.3 United States Coast Guard



Follow Up Flag: Follow up
Flag Status: Completed

Categories: Admin Record

For the record: Cooperating agency request email to USCG.

Eva Long, Operational Support Branch (ASA-140)
HQ, Office of Commercial Space Transportation
Federal Aviation Administration
1201 Edward H. White II Street
Facility 423
Patrick SFB, FL 32925
Cell: 321-446-1605
eva.long@faa.gov



Subject: KSC Starship Super Heavy EIS

Kevin and John –

This email is to formally invite U.S. Coast Guard to act a cooperating agency in the Kennedy Space Center (KSC) Starship Super Heavy Environmental Impact Statement (EIS). The Federal Aviation Administration (FAA) Office of Commercial Space Transportation (AST) is developing an EIS to analyze the potential environmental impacts of issuing a Vehicle Operator License to Space Exploration Technologies Corporation (SpaceX) and approving associated airspace closures for Starship-Super Heavy launch operations from Launch Complex (LC)-39A at KSC in Florida.

Per our existing MOU, the FAA is inviting U.S. Coast Guard to participate as a cooperating agency in the EIS due to the agency's regulatory authority over waterways and vessels relevant to maritime safety and space launch operations.

Please respond regarding your interest in participating as a cooperating agency at your earliest convenience.

Thank you,
Stacey Zee



Stacey M. Zee
Manager
Operations Support Branch (ASA-140)

Office: 202-267-9305
Mobile: 202-981-1437
Email: stacey.zee@faa.gov

Federal Aviation Administration
Office of Commercial Space Transportation
800 Independence Ave, SW
Washington, DC 20591

www.faa.gov

A.3.4 National Aeronautics and Space Administration



U.S. Department
of Transportation
**Federal Aviation
Administration**

Commercial Space Transportation
800 Independence Ave., SW.
Washington, DC 20591

April 5, 2024

Ms. Janet Petro
Director, John F. Kennedy Space Center
National Aeronautics and Space Administration
Kennedy Space Center, FL 32899

Dear Ms. Petro:

At your request, the Federal Aviation Administration (FAA) Office of Commercial Space Transportation (AST) is developing an Environmental Impact Statement (EIS) to analyze the potential environmental impacts of issuing a Vehicle Operator License to Space Exploration Technologies Corporation (SpaceX) and approving associated airspace closures for Starship-Super Heavy launch operations from Launch Complex (LC)-39A at Kennedy Space Center (KSC) in Florida. In addition to launch operations, the EIS will consider the environmental impacts associated with the construction of launch, landing, and other attendant infrastructure at and in proximity to LC-39A. SpaceX operations would include landing the Super Heavy booster at LC-39A and conducting expendable and recoverable ocean landings of the Super Heavy booster (Atlantic Ocean) and Starship (Pacific and Indian Oceans).

We request your participation as a cooperating agency in the development of this EIS as outlined in the Council on Environmental Quality regulations (40 CFR §1501.6). As the jurisdictional Federal agency, NASA is responsible for managing areas on KSC for space-related development and operations and provides oversight for non-NASA space and technology development activities that occur on KSC property. We look forward to you providing relevant special expertise regarding potential impacts from space launches, operation of the launch site, and information to facilitate the National Environmental Policy Act process. Please respond regarding your interest in participating as a cooperating agency at your earliest convenience.

Please feel free to contact Ms. Stacey Zee, Manager, Operations Support Branch, from my staff at (202) 267-9305 or by email at Stacey.Zee@faa.gov with any questions.

Sincerely,

DANIEL P MURRAY

Digitally signed by DANIEL P
MURRAY
Date: 2024.04.05 16:54:20 -04'00'

Daniel P. Murray
Executive Director, Office of Operational Safety

cc:
Mr. Donald Dankert, KSC-SIE30

National Aeronautics and Space Administration

John F. Kennedy Space Center
Kennedy Space Center, FL 32899



May 20, 2024

Reply to Attn of: SI-E3

Daniel Murray
Executive Director, Office of Operational Safety
Commercial Space Transportation
800 Independence Ave., SW.
Washington, DC 20591

Dear Mr. Murray:

The National Aeronautics and Space Administration (NASA) accepts the Federal Aviation Administration's (FAA) April 5, 2024 invitation to serve as a Cooperating Agency in the preparation and development of an Environmental Impact Statement (EIS) to evaluate the potential environmental impacts of Space Exploration Technologies, Inc.'s (SpaceX's) proposed launch operations, infrastructure development, and FAA vehicle operator licensing of the Starship-Super Heavy at Launch Complex 39A at the Kennedy Space Center (KSC), Florida.

NASA will participate as generally prescribed in Title 40 of the Code of Federal Regulations (CFR) §1501.8, Cooperating Agencies. It is appropriate for NASA to participate in the development of this EIS because of our jurisdiction by law and special expertise with respect to environmental issues related to launch site operations and operations of reusable suborbital and orbital launch vehicles.

As a Cooperating Agency, NASA will participate in the EIS in support of the FAA evaluation of the SpaceX proposal for infrastructure development and launch and landing operations for the Starship-Super Heavy launch vehicle at KSC, and to support required NASA decision-making per 14 CFR §1216.3. Should your staff have any questions regarding this letter please contact Mr. Donald Dankert at (321) 222-8825 or donald.j.dankert@nasa.gov.

Sincerely,

JANET PETRO Digitally signed by JANET
PETRO
Date: 2024.05.20 14:53:36 -04'00'

Janet E. Petro
Director

MEMORANDUM OF UNDERSTANDING
BETWEEN
FEDERAL AVIATION ADMINISTRATION
OFFICE OF COMMERCIAL SPACE TRANSPORTATION
AND
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
FOR THE
SPACEX STARSHIP-SUPER HEAVY LAUNCH PROGRAM AT LAUNCH COMPLEX 39A
ENVIRONMENTAL IMPACT STATEMENT

A. Introduction and Purpose

1. The purpose of this Memorandum of Understanding (MOU) is to establish an agreement between the Federal Aviation Administration Office of Commercial Space Transportation (FAA/AST or Party) and the National Aeronautics and Space Administration (NASA or Party) (collectively, Parties) regarding the roles, responsibilities, conditions, and procedures to be followed in preparing an Environmental Impact Statement (EIS) that complies with applicable statutes and regulations. The FAA/AST is the lead Federal agency for the project, and NASA will be a cooperating agency. FAA/AST is responsible for licensing the operation of commercial launch facilities and the launches/reentries of launch vehicles pursuant to the Commercial Space Launch Act (as amended) of 1984 (51 United States Code (U.S.C.) Subtitle V, Ch. 509, §50901-509231).
2. The FAA/AST is in the early stages of developing an EIS to analyze the potential environmental impacts of issuing a Vehicle Operator License to Space Exploration Technologies Corporation (SpaceX) for the proposed launches of the Starship-Super Heavy vehicle from Launch Complex (LC)-39A at the John F. Kennedy Space Center (KSC) in Florida. To support Starship-Super Heavy launches, the proposed action would also include the construction of launch, landing, and other attendant infrastructure at and in proximity to LC-39A. SpaceX is proposing to land the Super Heavy booster and Starship at LC-39A and conduct expendable and recoverable ocean landings of the Super Heavy booster and Starship. The property to be evaluated for the facilities, infrastructure, and associated operations is currently used by SpaceX for Falcon program launches and is within the boundaries of KSC.
3. The EIS is being prepared as required by the National Environmental Policy Act of 1969, as amended (NEPA) (42 U.S.C. 4321 et seq.), the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations parts 1500-1508), and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*.¹

B. NASA Responsibilities:

1. NASA agrees to participate as a cooperating agency on the EIS. NASA is the Federal landowner with jurisdiction by law over the subject property for the proposed action, which has been leased by

¹ FAA/AST is aware of the November 12, 2024, decision in *Marin Audubon Society v. Federal Aviation Administration*, No. 23-1067 (D.C. Cir. Nov. 12, 2024). To the extent that a court may conclude that the Council on Environmental Quality (CEQ) regulations implementing NEPA are not judicially enforceable or binding on this agency action, FAA/AST has nonetheless elected to follow those regulations at 40 CFR, Parts 1500-1508, in addition to the FAA's procedures/regulations implementing NEPA in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, to meet the agency's obligations under NEPA, 42 U.S.C. §§ 4321 et seq.

NASA to SpaceX pursuant to negotiated land use arrangements. NASA will provide the FAA/AST with a detailed description of the land use arrangements to the extent relevant for analysis of environmental impacts of the proposed action for the EIS. NASA will provide the FAA/AST with relevant information needed to describe actions that would be taken by NASA as part of implementing the proposed project and will provide special expertise including but not limited to environmental issues concerning the preparation and use of space launch vehicles.

2. NASA will make a good faith effort to provide the FAA/AST with all relevant information and analysis regarding any EIS documentation requirements that are unique to NASA's NEPA implementation procedures (i.e., requirements that normally would not be addressed by the FAA/AST in FAA/AST's implementation of its NEPA requirements). The FAA/AST will in turn provide that information and analysis to the EIS contractor for incorporation into the Draft and Final EISs.
3. NASA will designate a main point of contact on all matters concerning the EIS preparation.
4. NASA will attend meetings (e.g., scoping, Draft EIS, or as may be otherwise required) (in person or via telecon) with Federal, State, regional, and local agencies and interested individuals and groups, where appropriate, to protect NASA's interests or otherwise aid its decision-making process, for the purpose of increasing communication and receiving comments on the project.
5. NASA will provide assistance to FAA/AST in initial scoping communications with consulting agencies where NASA has existing programmatic agreements and biological opinions at LC-39A. In the case of consultations involving amendments or supplements to existing KSC agreements or opinions, NASA may lead the coordination with the consulting agencies, if agreed to by the lead agency.
6. NASA will act as the lead agency for Section 106 consultation. The FAA/AST will coordinate with NASA to provide data and analysis (when applicable) from similar proposed actions to inform Section 106 consultation.
7. NASA will ensure cooperative coordination of efforts and exchange of information with the EIS contractor, using procedures agreed upon by the lead agency.
8. NASA agrees that it will not directly contact the EIS contractor (Leidos) with respect to any requests for preparing or amending portions of the content of the EIS unless first permitted to do so by the FAA/AST. At the request of FAA/AST, NASA will participate in FAA/AST EIS project team meetings with the EIS contractor as may be scheduled during the EIS's preparation.
9. NASA will provide documentation as requested by the FAA for creation of the Administrative Record.

C. FAA/AST Responsibilities:

1. As the lead Federal agency in this effort to prepare an EIS, the FAA/AST is ultimately responsible for assuring compliance with the requirements of NEPA.
2. SpaceX, with FAA/AST guidance, will select an appropriate organization to perform as the third-party contractor for the EIS. The organization will be contracted by SpaceX and will receive technical and task performance direction from FAA/AST. The EIS contractor will execute a

disclosure statement specifying that it has no financial or other interest in the outcome of the project.

3. The FAA/AST and the EIS contractor are responsible for identifying and complying with Federal, State, and local laws, regulations, and other authorities that are applicable to completion of the EIS.
4. The FAA/AST will ensure that the EIS contractor will provide any technical and environmental information, data, and reports required for document preparation in a format suitable to the FAA/AST, NASA, and other cooperating agencies as applicable.
5. The FAA/AST will coordinate with NASA on all EIS events, meetings, or milestones in a timely manner prior to any such scheduled event, meeting, or milestone.
6. The FAA/AST and the EIS contractor will share the responsibility for planning; advertising, conducting, and memorializing scoping meetings and public hearings/meetings. The EIS contractor and the FAA/AST will make meeting arrangements, prepare all materials necessary for the meetings, and provide materials to NASA for review. NASA will attend (in person or via telecon) as a cooperating agency.
7. Upon completion of the preliminary Draft EIS, the FAA/AST and NASA, along with any other cooperating agencies, will review the document. NASA will have 10 business days (as specified in the schedule) for the review unless a longer period is agreed upon by the FAA/AST. The FAA/AST, assisted by its EIS contractor, is responsible for printing and distributing the Scoping Summary Report, Draft EIS, and Final EIS.
8. The FAA/AST will release the Draft EIS to the public and to Federal, State, and local agencies for review and comment. The FAA/AST will be responsible for filing the Draft EIS with the U.S. Environmental Protection Agency (EPA). A public comment period of no less than 45 calendar days will be initiated when the EPA publishes the "Notice of Availability" of the Draft EIS in the Federal Register.
9. The FAA/AST will be the recipient of all comments on the Draft EIS resulting from the review and comment period. The FAA/AST will provide copies of all comments to NASA and any other cooperating agencies in a timely manner after the end of the comment period. As appropriate, the FAA/AST and NASA will consider and address any comments on the Draft EIS that are specific to NASA's expertise or apply to land use of property under NASA jurisdictional control.
10. After the close of the Draft EIS review and comment period, the FAA/AST and the EIS contractor will respond to comments and modify the text, as appropriate. Any such modifications will be incorporated in the preliminary Final EIS by the FAA/AST and the EIS contractor.
11. Upon revision of the text, which will include responses to the comments on the Draft EIS, the FAA/AST and NASA, along with any other cooperating agencies, will review and comment on the preliminary Final EIS. NASA will have 5 business days for review (as specified in the schedule) unless a longer period is agreed to by FAA/AST. At the conclusion of its review, NASA will inform the FAA/AST whether its comments and proposed revisions, if any, have been satisfied. The FAA/AST will file the Final EIS with the EPA.

D. Disclaimer

This MOU is neither intended nor should otherwise be construed to in any way limit NASA's deliberative process in evaluating the proposed project and the alternatives, including No Action. NASA will make its final decision regarding implementation of the proposed action at KSC based on an independent review of the environmental impacts as analyzed in the Final EIS and comments received during the NEPA process, as well as other factors including, but not necessarily limited to, operational, technical, security, personnel and public safety, and legal considerations.

E. Dispute Resolution

1. The Parties agree that if a dispute regarding the provisions of this MOU arises, efforts will be made to settle the dispute cooperatively at the lowest possible staffing level. If efforts to settle at the lowest level are unsuccessful, then the dispute will be elevated to the next higher level of management within each Party. If the next higher level of management for each Party is unable to resolve the dispute, then the dispute will be elevated to the next higher level and will continue to be elevated within the Parties until the dispute is resolved.
2. If a dispute concerns substantive environmental issues addressed in the EIS rather than procedural issues covered by this MOU, NASA has the option of referring an interagency disagreement to the CEQ, consistent with the CEQ regulations implementing NEPA. However, it is recognized that such a referral is reserved as a last resort when Parties have exhausted all reasonable efforts to resolve a dispute.

F. Modification and Termination

This MOU may be modified only by written agreement of the Parties, signed and executed by the Parties' authorized representatives.

Each Party to this MOU may terminate this MOU after 30 calendar days prior notice, in writing, to the other Party. During the intervening calendar 30 days, the Parties agree to actively attempt to resolve any disputes or disagreements.

G. Duration of MOU

This MOU is effective on the date all parties have signed and will terminate when the Administrative Record is provided to the FAA/AST by the EIS contractor, unless terminated earlier pursuant to Section F above.

H. Key Officials

The personnel specified below are considered essential to the successful coordination and communication between the FAA/AST and NASA for the responsibilities and understandings described in this MOU. Upon written notice to the other Party (or Parties) in this MOU, that Party may designate an alternate to act in place of the designated Key Official or designate a new Key Official. Notices from either Party with respect to this MOU must be in writing and delivered by personal or electronic delivery or other appropriate means to the Key Officials of the other Party at the addresses or contact information indicated below.

For NASA:

Name: Donald Dankert

Title: Chief, KSC Environmental Management Branch

Email: donald.j.dankert@nasa.gov

Phone Number: 321-222-8825

For FAA:

Name: Eva Long

Title: Environmental Protection Specialist

Email: eva.long@faa.gov

Phone Number: 321-759-2188

Name: Amy Hanson

Title: Environmental Protection Specialist

Email: amy.hanson@faa.gov

Phone Number: 847-243-7609

FOR THE FEDERAL AVIATION ADMINISTRATION, OFFICE OF COMMERCIAL SPACE
TRANSPORTATION:

DATE: _____

DANIEL P Digitally signed by
MURRAY DANIEL P MURRAY
Date: 2025.02.25
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Daniel P. Murray
Executive Director, Office of Operational Safety
FAA/AST

FOR THE NATIONAL AERONAUTICS AND SPACE ADMINISTRATION:

DATE: _____

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MANNING KELVIN MANNING
Date: 2025.02.14
08:33:18 -05'00'

Kelvin Manning
Acting Director,
Kennedy Space Center

A.3.5 Department of the Air Force



U.S. Department
of Transportation
**Federal Aviation
Administration**

Commercial Space Transportation
800 Independence Ave., SW.
Washington, DC 20591

April 5, 2024

Mr. Robert E. Moriarty
Deputy Assistant Secretary of the Air Force (Installations)
SAF/IEI
1665 Air Force Pentagon
Washington, DC 20330-1665

Dear Mr. Moriarty:

At the request of the National Aeronautics and Space Administration, the Federal Aviation Administration (FAA) Office of Commercial Space Transportation (AST) is developing an Environmental Impact Statement (EIS) to analyze the potential environmental impacts of issuing a Vehicle Operator License to Space Exploration Technologies Corporation (SpaceX) and approving associated airspace closures for Starship-Super Heavy launch operations from Launch Complex (LC)-39A at Kennedy Space Center (KSC) in Florida. In addition to launch operations, the EIS will consider the environmental impacts associated with the construction of launch, landing, and other attendant infrastructure at and in proximity to LC-39A. SpaceX operations would also include landing the Super Heavy booster at LC-39A and conducting expendable and recoverable ocean landings of the Super Heavy booster (Atlantic Ocean) and Starship (Pacific and Indian Oceans).

We request your participation as a cooperating agency in the development of this EIS as outlined in the Council on Environmental Quality regulations (40 CFR §1501.6). We look forward to you providing relevant expertise regarding your authority over space-related operations and information to facilitate the National Environmental Policy Act process. Please respond regarding your interest in participating as a cooperating agency at your earliest convenience.

Please feel free to contact Ms. Stacey Zee, Manager, Operations Support Branch, from my staff at (202) 267-9305 or by email at Stacey.Zee@faa.gov with any questions.

Sincerely,

DANIEL P MURRAY Digitally signed by DANIEL P MURRAY
Date: 2024.04.05 16:55:51 -04'00'

Daniel P. Murray
Executive Director, Office of Operational Safety

cc:

Mr. Jack Bush, HAF/A4CP
Mr. John Nash, HAF/4CPI
Ms. Sherry Thrash, AFCEC/CIEE
Mr. Michael Blaylock, SLD45/CEIE



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

15-May-2024

SAF/IEI
1665 Air Force Pentagon
Washington DC 20330-1665

Daniel P. Murray
Executive Director, Office of Operational Safety
Federal Aviation Administration
Commercial Space Transportation
800 Independence Avenue, SW
Washington, DC 20591

Dear Mr. Murray:

The Department of the Air Force (DAF) accepts the Federal Aviation Administration's (FAA's) Office of Commercial Space Transportation's (AST's) invitation to become a Cooperating Agency on the Environmental Impact Statement (EIS) evaluating the potential environmental impacts associated with Starship-Super Heavy launch operations from Launch Complex 39A at Kennedy Space Center (KSC), consistent with the 31 Jan 2023, "Memorandum of Understanding Between DAF and FAA on Environmental Review Process for Commercial and Reentry Operations."

This subsequent response reinforces DAF's participation as generally prescribed in President's Council on Environmental Quality, National Environmental Policy Act (NEPA) implementing regulations, 40 C.F.R. § 1501.8, *Cooperating Agencies* and 40 C.F.R. § 1503.2, *Duty to Comment*. DAF understands that as a Cooperating Agency it will be expected to participate in various portions of NEPA analysis and documentation development and will, to the extent practicable:

- a. Participate in the EIS process at the earliest practicable time.
- b. Consult with FAA in developing the milestone schedule.
- c. Participate in the scoping process.
- d. Participate in coordination meetings and joint field reviews of the document.
- e. Review and comment on early project information to reflect the views and concerns of the DAF, proposed action, and the anticipated impacts and mitigation measures.

FAA's timely delivery of data and information needed to fulfill the DAF's Cooperating Agency role will help avoid unnecessary delays. In return, DAF will respond in a prompt manner.

Should you or your staff have further questions regarding DAF's participation, our points of contact at Headquarters Air Force and Space Force are Mr. Jack Bush, 703-867-1082, (jack.bush@us.af.mil) and Colonel Paul Filcek, 703-545-5633, or paul.filcek@spaceforce.mil. For day-to-day activities, please contact Ms. Molly Thrash at (480) 740-1234 or sherry.thrash@us.af.mil.

Sincerely,

MORIARTY.ROBE
RT.E.1013267584

Digitally signed by
MORIARTY.ROBERT.E.1013267
584
Date: 2024.05.15 20:09:17 -0400

ROBERT E. MORIARTY, P.E., SES
Deputy Assistant Secretary of the Air Force
(Installations)

Attachment:
Memorandum of Understanding between FAA and DAF dated 31 Jan 2023

cc:
SAF/GCN
AF/A4C
SF/A4C/A3I
AF/JAOE
AFCEC/CI
AFIMSC/Det 1
CCSFS/45th

A.3.6 Government-to-Government Tribal Correspondence

The FAA initiated government-to-government coordination with the following federally recognized Native American tribal governments:

- Seminole Tribe of Florida
- Miccosukee
- Muscogee (Creek) Nation
- Seminole Nation of Oklahoma

Letters were sent to initiate this coordination on January 24, 2025. An example letter is provided on the following pages. To date, no responses have been received.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of Commercial Space Transportation

800 Independence Ave., SW.
Washington, DC 20591

January 17, 2025

David Hill
Muscogee (Creek) Nation, Oklahoma
Principal Chief
P.O. Box 580
Okmulgee, OK 74447
dhill@mcn.nsn.gov

RE: Government-to-Government Consultation for SpaceX Starship-Super Heavy Launch and Reentry Vehicles at Launch Complex 39A at the Kennedy Space Center, Merritt Island, Florida

Dear Principal Chief Hill:

The purpose of this letter is to initiate government-to-government consultation with the Muscogee (Creek) Nation, Oklahoma for the above-referenced project. An additional purpose of this letter is to determine whether the Muscogee (Creek) Nation, Oklahoma would like to consult on the National Environmental Policy Act (NEPA) analysis.

Space Exploration Technologies Corporation (SpaceX) is proposing to launch, land, and construct associated infrastructure at and in proximity to Launch Complex 39A (LC-39A) for Starship-Super Heavy (SSH) operations at the National Aeronautics and Space Administration (NASA) Kennedy Space Center (KSC) in Brevard County, Florida (see Attachment 1 and Attachment 2). To conduct SSH launch and landing operations at LC-39A, SpaceX must obtain a Vehicle Operator License from the Federal Aviation Administration (FAA). Issuing a Vehicle Operator License is considered a major federal action under the NEPA and requires an environmental review. Under the supervision of the FAA Office of Commercial Space Transportation, SpaceX is preparing a draft Environmental Impact Statement (EIS) to evaluate the potential impacts of associated infrastructure and ground, launch, and reentry operations associated with SSH at LC-39A. The EIS will conform to the FAA's NEPA implementing policy, FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. The FAA is acting as the lead federal agency for development of the EIS and government-to-government coordination. NASA is the lead federal agency for Section 106 consultation which will be covered in a separate letter sent from NASA. The completion of the environmental review process does not guarantee that the FAA will issue a Vehicle Operator License to SpaceX for SSH at LC-39A. SpaceX's license application must also meet FAA safety, risk, and financial responsibility requirements under 14 Code of Federal Regulations Chapter III, Subchapter C.

Please let us know if your Tribe would like to consult regarding the broader range of impacts assessed under NEPA. Early identification of Tribal concerns will allow the FAA to consider ways to avoid and minimize potential impacts to Tribal resources and practices.

If you have any questions or need further information on the project, please contact Stacey Zee at 202-267-9305 or via email at Stacey.Zee@faa.gov. Information is also available on the project website: https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc/.

Your timely response will greatly assist us in incorporating your comments into project planning. Please respond to Ms. Zee at your earliest convenience.

Sincerely,

**DANIEL P
MURRAY**

Digitally signed by DANIEL P
MURRAY
Date: 2025.01.17 12:17:37
-05'00'

Daniel P. Murray
Executive Director, Office of Operational Safety

Enclosures:

Attachment 1: Supplemental Background Information for the SpaceX Starship Super Heavy Launch and Reentry Vehicles Proposed Action at Launch Complex 39A, Kennedy Space Center

Attachment 2: LC-39A Figures

cc: Turner Hunt, Tribal Historic Preservation Officer
section106@muscogeenation.com; thunt@muscogeenation.com

Attachment 1 – Supplemental Background Information for the SpaceX Starship-Super Heavy Launch and Reentry Vehicles Proposed Action at Launch Complex 39A, Kennedy Space Center

The FAA is currently evaluating SpaceX's proposal to operate the Starship-Super Heavy launch vehicle at the National Aeronautics and Space Administration (NASA) Kennedy Space Center (KSC). To conduct Starship-Super Heavy launch and landing operations at LC-39A, SpaceX must obtain a Vehicle Operator License from the FAA Office of Commercial Space Transportation. LC-39A is a KSC-owned, SpaceX-leased launch site located on northern KSC property, approximately 3 miles east of NASA's Vehicle Assembly Building (Figure 1). LC-39A currently supports Falcon 9 and Falcon Heavy launches. In 2019, NASA completed the *Final Environmental Assessment for the SpaceX Starship and Super Heavy Launch Vehicle at Kennedy Space Center (KSC)* (NASA, 2019) (referred to as "2019 NASA EA") to evaluate the potential environmental impacts resulting from construction and operations associated with the proposed SpaceX Starship-Super Heavy launch vehicle at LC-39A. Since the 2019 NASA EA, SpaceX has undertaken infrastructure improvements at LC-39A (e.g., construction of a launch mount) and has begun developing a site within the perimeter of LC-39A for Starship-Super Heavy launch operations intended for future Starship-Super Heavy missions. However, the Starship-Super Heavy concept of operations has been updated which includes additional launch infrastructure, evolved launch vehicle design, higher launch tempo, and return to launch site booster recovery. Currently, SpaceX is planning to conduct up to 44 Starship-Super Heavy launches per year from LC-39A. SpaceX would continue to launch Falcon missions at LC-39A while Starship-Super Heavy is operational.

The fully integrated launch vehicle is comprised of two stages: Super Heavy is the first stage (or booster), and Starship is the second stage. Pre-flight operations could include ground testing activities, tanks testing, spin-prime tests, mission rehearsals (i.e., dry and wet dress rehearsals) and static fire engine tests. Starship-Super Heavy would launch from LC-39A up to 44 times per year and occur at any time of day or night. Each Starship-Super Heavy orbital launch would include landing Super Heavy at LC-39A, downrange in the Atlantic Ocean on a droneship (mobile vessel not attached to the sea floor), or expended in the Atlantic Ocean, no closer than approximately 5 nautical miles off the coast. Starship could land at LC-39A or on a droneship in the broad open ocean between 55 degrees south latitude and 55 degrees north latitudes. While SpaceX continues to prove accuracy and capability, SpaceX could require expending Starship during early program launches in the broad open ocean. Starship could be expended by a controlled descent that would result in Starship's intact impact with the ocean's surface (hard or soft landing) or an uncontrolled descent resulting in breakup during atmospheric reentry.

SpaceX is proposing to construct an additional tower within the LC-39A fence line to support landing operations. SpaceX would construct onsite facilities for propellant generation and propellant storage. Storage tanks for LOX and liquid methane are under construction as approved under the 2019 NASA EA. SpaceX is also proposing to construct additional stormwater/deluge ponds, if needed, to manage water associated with deluge and stormwater within LC-39A.

The area of potential effects (APE) considers any physical, visual, or auditory effects that the project may have on historic properties¹. Ground-disturbing and landscape-altering actions are limited to LC-39A (8BR01686), a historic district listed on the National Register of Historic Places (NRHP) and subjected to Historic American Engineering Record (HAER) survey in 2010, and has been previously documented as adequately mitigated as described in Stipulation V.A.1 of 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*. As such, the APE for the current project is predicated on the auditory effects of the SSH launch activity as well as the overpressure effects of the sonic boom generated during atmospheric reentry. FAA guidance stipulates an unweighted Lmax 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 Figure 2), an area that also encompasses the 130 dB threshold for launch effects.

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)

Attachment 2 – LC-39A Figures

Figure 1. Location of LC-39A

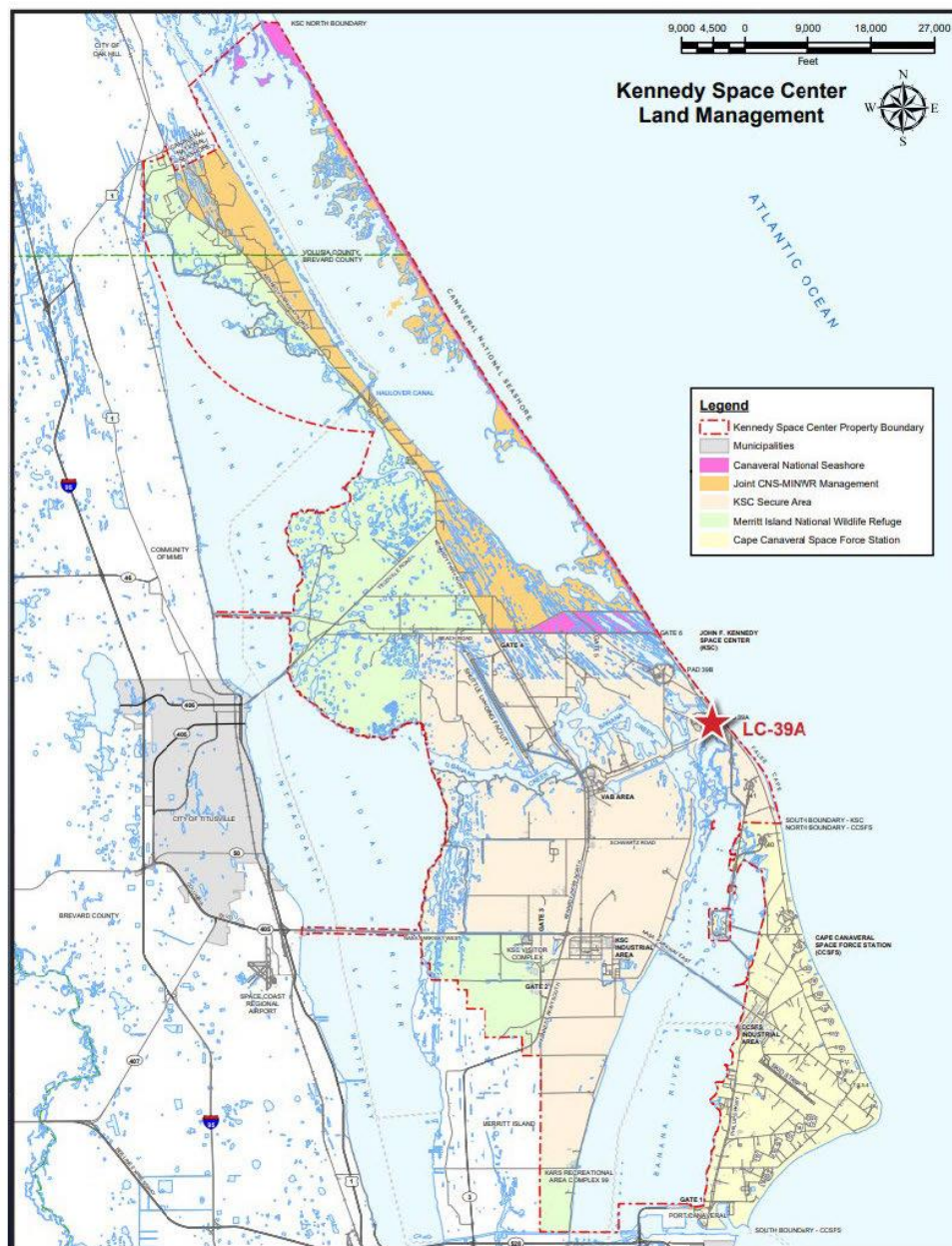


Figure 2. Sonic Boom Overpressure map for the Project area. The APE is defined as the area within the 2 psf contour.

