

From: [Lueders, Amy L](#)
To: [Gardiner, Dawn](#); [Polk, Jonna E](#); [Willey, Seth](#); [Reagan, Steve](#)
Cc: [DeLaGarza, Imer](#); [Bossert, Dean](#); [Ardizzone, Chuck CA](#); [Perez, Chris](#); [Orms, Mary](#); [Marsan, Joan D](#)
Subject: Re: SpaceX Q&A's on Mishap
Date: Thursday, April 27, 2023 3:03:45 PM

thanks for the update Dawn. I did talk to the FAA folks (Dan and Stacey) about some of our potential concerns about possible need for reinitiating consultation and that we would be putting together a letter to them identifying areas we need to further explore whether reinitiation is necessary (such as blast polygon, noise, dust, etc) and future activities—such as additional night lighting or pad redesign, that might not have been covered in the original BO. It's possible we could craft the letter as a series of questions that they need to answer. So Jonna, please have your staff take the lead in working with Joan to draft a letter. Steve and crew, I'm not sure we saw any impacts to refuges but if there are some unknown impacts, please coordinate with ES to include those in the letter so that we have one correspondence going to FAA.

Let me know if you have questions or want to discuss
thanks

From: Gardiner, Dawn <dawn_gardiner@fws.gov>
Sent: Monday, April 24, 2023 12:16 PM
To: Lueders, Amy L <amy_lueders@fws.gov>; Polk, Jonna E <jonna_polk@fws.gov>; Willey, Seth <seth_willey@fws.gov>; Reagan, Steve <steve_reagan@fws.gov>
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Subject: SpaceX Q&A's on Mishap

I sent Amy Hanson the questions in bold and she coordinated with others at FAA and sent the following answers.

Once FAA issues the license, which division is in charge of the launch attempt and anomaly?

The FAA's Office of Commercial Space Transportation (AST) issued the license and oversees the launch and mishap investigation. Specifically within AST, the Safety Assurance Division (ASA-300) is in charge post-license issuance. From the [FAA website](#):

Our safety inspectors monitor pre-operational, operational and post operational phases of FAA regulated Commercial Space Transportation activities which can impact public safety and the safety of property.

The FAA authorized SpaceX to conduct the mishap investigation, in accordance with their FAA-approved mishap plan, under FAA oversight. ASA-300's Mishap Response Program is overseeing the investigation. Jesse Hanson is the primary FAA POC for this investigation. His phone number is 202-440-3400 and he is copied on this email. He is in Brownsville this week and is available to meet with the local USFWS individuals.

Does the license include pad site viability?

A ground safety analysis of the launch site was completed as a component of the vehicle operator license application.

What is the timeline for the FAA investigation?

There is no predefined timeline for completing the investigation. In accordance with Title 14 Code of Federal Regulations (14 CFR) § 450.173(e) & (f), an operator must investigate the root cause of the mishap and identify and implement preventative measures (corrective actions) for avoid a recurrence of the mishap prior to next flight, unless otherwise approved.

Can/will FAA require changes in- pad site design, flame ducting and deluge, other things?

A license modification is required for additional flights. SpaceX modifications to the launch site would be reviewed as part of a ground safety analysis for a license modification.

What were the decibel level readings, how far away, how long?

Please contact SpaceX for monitoring results. The FAA has not received any results from SpaceX.