

CALIFORNIA COASTAL COMMISSION

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W13a

CD-0003-24 (United States Space Force)

April 10, 2024

Correspondence

April 5, 2024

Cassidy Teufel

Director, Energy, Ocean Resources, Federal Consistency, and Technical Services

California Coastal Commission

Energy, Ocean Resources, and Federal Consistency Division

Letter sent via email: EORFC@coastal.ca.gov

Re: Santa Barbara County Air Pollution Control District Comments on the Consistency Determination No. CD-0003-24 for the Increase in SpaceX Falcon 9 Launch Activities at Vandenberg Space Force Base from Six to 36 Per Year

Dear Mr. Teufel:

The Santa Barbara County Air Pollution Control District (District) has reviewed the consistency determination by the United States Department of the Air Force (DAF) for increase to the SpaceX space program from six to 36 annual launches of its Falcon 9 rocket from the existing SLC-4E launch complex as well as up to 12 landings per year of the rocket's first stage at the existing SLC-4W launch complex and associated activities such as payload processing and the designation of a new offshore landing location. Coastal Commission staff recommends concurrence with the DAF's Consistency Determination on the grounds that the project would be fully consistent, and thus consistent to the maximum extent practicable, with the enforceable policies of the California Coastal Management Program (CCMP).

The District has the following comments on the Commission's staff report dated March 28, 2024 for Item W13a at the Commission's April 10, 2024 hearing:

1. **Section IV.H. Air Quality, Page 59-61:** As discussed in the staff report, Section 30253(c) of the Coastal Act states that new development shall: *"Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development."* The District has reviewed the reasoning/justification currently presented to support the project's consistency with Section 30253(c) and recommends revisions to the staff report to more accurately support the Commission's determination.

The staff report's discussion appears to use the fact that project's emissions fall below Federal Prevention of Significant Deterioration (PSD) and other NEPA thresholds as evidence for the project's consistency with District requirements. However, neither of these federal thresholds are relevant to the District's evaluation of applicable regulatory requirements and compliance with such requirements. Our air district has locally adopted emission thresholds that are used to evaluate a project's impacts and applicable regulatory requirements, including the District's *Regulation VIII: New Source Review* thresholds and environmental thresholds of significance for projects undergoing analysis pursuant to the California Environmental Quality Act (CEQA).

Additionally, the estimated emissions displayed in Table 2 and Table 3 include emissions from project activities not subject to regulation by the District, including rocket launch, static fire, and landing events and fairing recovery vessels. Therefore, the estimated emissions presented in the

staff report (while consistent with the NEPA analysis conducted by the USAF) do not represent the potential to emit estimated for the purposes of the District's evaluation of applicable regulatory requirements and air quality impacts.

This all being said, for the current project (i.e. launch cadence of 36 per year) under consideration by the Commission, SpaceX has received their District Authority to Construct (ATC) permits for their proposed increases in launch-related operations. ATC 15999 and ATC 16000 were issued to SpaceX on June 6, 2023. The issuance of required District permits¹ ensures the project is designed, constructed, and operated to meet local, state, and federal air quality requirements. Thus, we recommend that the evaluation of the consistency with Section 30253(c) of the Coastal Act be based, at least in part, on the operator's receipt of — and compliance with — District permits if such permits have already been issued. In cases where a District permit has not been issued before the Commission makes its Consistency Determination, we recommend that consistency be based on a commitment by DAF to ensure that an operator receives and complies with all of the relevant permits from the District prior to construction and operation of the proposed project.

- 2. Section VI.H. Air Quality, Page 59:** In addition to the sources of air pollution emissions permitted by the District already listed on page 59, SpaceX's permitted operations also include its tugboat and barge activities involving the transport of the Falcon 9 rocket booster from Port of Long Beach to the VSF harbor. SpaceX refers to these operations as booster "roll-on roll-off, or RORO" (see page 2-18 of the 2023 DAF Final SEA for the *Falcon 9 Cadence Increase at Vandenberg Space Force Base, California and Offshore Landing Locations*). Pursuant to the definition of "stationary source" in *District Rule 102, Definitions*, emissions from marine vessels associated with a stationary source are considered emissions from a stationary source and thus subject to regulation by the District. Thus, the vessels conducting transport operations as part of the SpaceX Falcon 9 program at VSF are considered part of the stationary source and not exempt from District permitting. We recommend that Section H be revised to include the mention of RORO operations.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 979-8337 or via email at BarhamC@sbcapcd.org.

Sincerely,



Carly Barham
Planning Division

cc: David Harris, Manager, District Engineering Division
Planning Chron File
Space Exploration Technologies SSID 11146 FID 10436 Project File

¹ The District has a two-step permitting process with the initial issuance of an Authority to Construct (ATC) permit that allows for the construction of the project, followed by a Permit to Operate (PTO) permit that allows for ongoing operation of the project in accordance with all permit conditions and requirements. The source receives their PTO after completing a Source Compliance Demonstration Period (SCDP) that allows for temporary operation for testing, calibration, and demonstration of compliance with their ATC permit requirements.



Commercial Fishermen of Santa Barbara, Inc., 6 Harbor Way, #155 Santa Barbara, CA 93109 www.cfsb.info

April 2, 2024

To:

energy@coastal.ca.gov, NorthCoast@coastal.ca.gov

CALIFORNIA COASTAL COMMISSION

455 MARKET ST, SUITE 300

SAN FRANCISCO, CA 94105

FAX (415) 904-5400

TDD (415) 597-5885

Re: 13. FEDERAL CONSISTENCY

a. CD-0003-24 (United States Space Force) Consistency determination by the United States Space Force to increase Space Exploration Technologies' (SpaceX) Falcon 9 launch and landing activities at Vandenberg Space Force Base (VSFB) from six to 36 per year as well as the addition of offshore landing locations in the Pacific Ocean Vandenberg Space Force Base, Santa Barbara County. - OPPOSE

The Commercial Fishermen of Santa Barbara (CFSB), a 501(c)3 non-profit organization, write this letter in opposition to the proposed increase of SpaceX activity from six to 36 launches per year at Vandenberg Space Force Base and offshore in the Pacific Ocean.

For over 40 years, CFSB has been committed to making our local fishing community resilient and effective by providing healthy, high quality seafood to local and global markets, ensuring the economic and biological sustainability of fisheries, and maintaining California's fishing heritage. CFSB is a highly-respected organization within the California fishing community and represents the interests of a diverse set of vastly experienced fishermen, divers, trawlers, and seafood distributors who are leaders in the commercial fishing industry.

We are deeply concerned about the approximate 72+ total days of area closures for fishing and would like to undertake a negotiation with SpaceX to ensure compensatory measures are taken to mitigate lost fishing revenues should this immense increase in launches come to fruition.

Evacuating Jalama Beach is thoroughly addressed in the staff report which indicates the scientific validity of the risk and it is important to note that Jalama is at the southern end of the high risk area.

Should this increase go through, CFSB insists on open lines of communication between SpaceX and our commercial fishing fleet by being provided with timely notification(s) of each launch and landing activities as well as engagement of mitigation agreements as the temporal closures expands to the significant level of 72 days and up to 160 new launches a year.

Please recognize the devastating amount of spatial loss that our commercial fishing fleet has already endured in recent years due to the implementation of Marine Protected Areas (more have been



Commercial Fishermen of Santa Barbara, Inc., 6 Harbor Way, #155 Santa Barbara, CA 93109 www.cfsb.info

proposed), new sanctuaries (e.g. Chumash Sanctuary), aquaculture (e.g. kelp farms), offshore wind, and other miscellaneous species/gear-specific closures across the board. Adding more closures to fishing grounds due to SpaceX launches and landing activities only further fractures our fleets' ability to do their job and has a compounding ripple effect on job security for processors, wholesalers, and more - also impacts the food security of all who consume locally harvested seafood.

CFSB urges the California Coastal Commission to assess the detrimental implications of SpaceX's proposed increase in launches on the Santa Barbara commercial fishing industry and its' subsequent beneficiaries. Should this flawed initiative be approved, we ask that proper mitigation efforts be stipulated to ensure an equitable outcome for fishermen's lost grounds.

Thank You,

A handwritten signature in black ink that reads 'Chris Voss'.

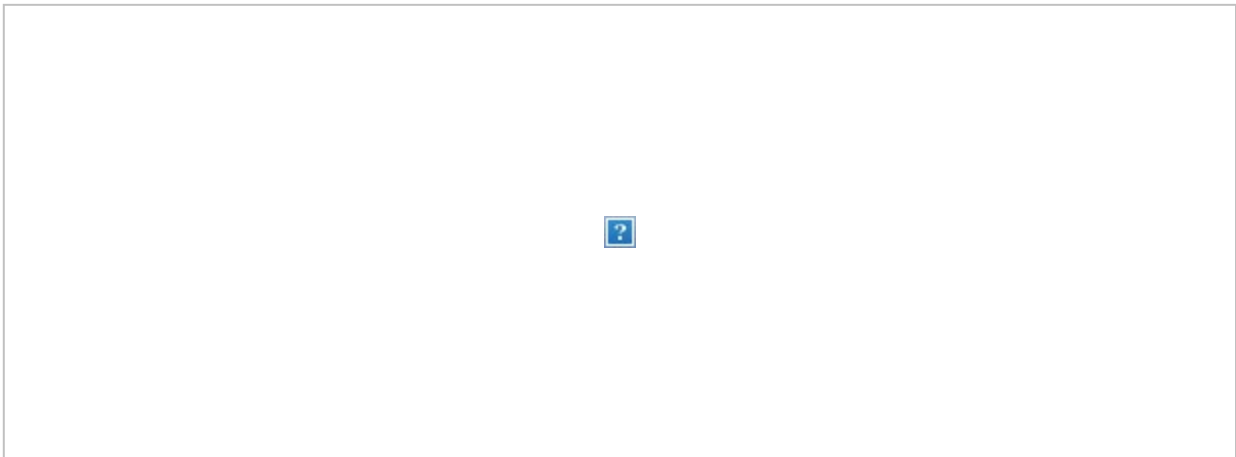
Chris Voss
President, CFSB
(805) 698-8353 | chrisjvoss@gmail.com

A handwritten signature in black ink that reads 'Kim Selkoe'.

Kim Selkoe, Ph.D.
Executive Director, CFSB
(805) 259-7476 | kim@cfsb.info

From: Horn.Wesley@Coastal
To: Horn.Wesley@Coastal
Subject: FW: Vandenberg Rocket Launches, CFRA Comments
Date: Monday, April 8, 2024 3:30:24 PM

From: California Fishermens Resiliency Association <californiafishermensresiliency@gmail.com>
Sent: Thursday, April 4, 2024 2:13 PM
To: Huckelbridge, Kate@Coastal <Kate.Huckelbridge@coastal.ca.gov>
Cc: Sheri And Tom Hafer <somethingsfishy@charter.net>; Alan Alward <7aalward@gmail.com>; Chris Voss <chrisjvoss@gmail.com>; Steve Scheiblaue <maconsult49@gmail.com>; RB Pincombe <randypincombe7@yahoo.com>; Curtis Wilson <fishcurtiswilson@yahoo.com>; Ken Bates <Kenbatesironic@gmail.com>; Jake Mitchell <seahawksportfishing@gmail.com>; Tony Cannia <tcannia@icloud.com>; Laura Miller <laura@salmonluni.com>; Richard Ogg <dickandlaurieogg@sbcglobal.net>; John Barnett <chubascojohn@yahoo.com>
Subject: Vandenberg Rocket Launches, CFRA Comments



Dr. Kate Hucklebridge, Executive Director
California Coastal Commission
455 Market Street, Suite 300
San Francisco, California 94105
Kate.huckelbridge@coastal.ca.gov

April 4, 2024

Re: Vandenberg Rocket Launch Closures of Fishing Grounds

Dear Director Huckelbridge,

The California Fishermen's Resiliency Association (CFRA) is increasingly concerned over the proposal to close access to, and transit across the community fishing grounds affected by the launch of increasingly more rockets at the Vandenberg facility.

The CFRA representing thirteen California Fishermen's organizations and funded by the Ocean Protection Council represents our members' concerns over ocean industrialization, fishing grounds loss and the long term health and resiliency of California's coastal fishing communities.

It seems today that there exists the real possibility of closure of the Point Sal to Point Conception fishing grounds for at least a quarter to maybe up to a third of a year due to rocket launches. Many of our member fishermen work or transit through this important area. To many, this looks like yet another "take" of California fishing grounds by private enterprise without input from, or compensation to, the fishing crews working in this important fishing area of the California Coast.

The California commercial fishing industry is suffering "death by a thousand cuts" with this, the Vandenberg launch closure, just one more.

Our continued thanks to the California Coastal Commissioners, Coastal Commission staff and your consideration to listen to our concerns.

Sincerely,

Ken Bates and Linda Hildebrand, Executive Directors
California Fishermen's Resiliency Association



April 5, 2024

California Coastal Commission
455 Market Street, Suite 300
San Francisco, CA 94105

RE: Vandenberg Space Force Base Federal Consistency Item W13a (Consistency Determination No. CD-0003-24, SpaceX)

Dear Chair Hart and Honorable Coastal Commissioners ,

The Gaviota Coast Conservancy (GCC) is a California public benefit organization committed to permanently protecting the rural character and environmental integrity of the Gaviota Coast for present and future generations. Along with rural character and environmental integrity, public access and recreational opportunities is the “third pillar” that together fulfills GCC’s mission. Vandenberg Space Force Base (VSFB) contains a substantial portion of the coastline, ecosystem, biodiversity, cultural and historic resources that make the Gaviota Coast so globally significant. In addition, Surf Beach and Ocean Beach within VSFB, and Jalama Beach County Park and Campground (Jalama) adjacent to VSFB’s southern boundary provide critically important public beach access along a stretch of coast with very limited public access opportunities. Accordingly VSFB development must be carefully reviewed and designed to avoid any degradation to these valuable and sensitive natural and cultural resources.

Upon reviewing the staff report and appendices for the increase in Space Exploration Technologies Corporation’s (SpaceX) Falcon 9 launch activities at VSFB from six to 36 per year as well as the addition of offshore landing locations in the Pacific Ocean, GCC is concerned that **the recommended concurrence is premature**. We respectfully request that the matter be continued so the below issues can be adequately disclosed and analyzed by the public and by the Commissioners.

The following summarizes our concerns and requests for additional information.

- 1) The project “would be operated by a private company to serve its business objectives and would only occasionally launch materials at the behest of DAF” (Staff Report, p. 7). Additionally, SpaceX has now on several occasions failed to comply with the terms of its prior Negative Determinations, including with respect to beach closures (Id., p. 11), and vegetation removal (Id., p. 36). Accordingly, more information is needed regarding whether it is appropriate to review this proposal under the Commission’s federal consistency jurisdiction, or whether instead a Coastal Development Permit application should be required (*see id.*, p. 7.)
- 2) The project represents a substantial increase in launch frequency above the existing launch baseline average of 6.2 events, which has been relied on to support a conclusion that sensitive wildlife generally recovers from any temporary impacts (Staff Report, p. 52). During 2023 a total of 24 Falcon 9 missions were performed on VSFB, and new data shows that the increase has resulted in increased impacts to sensitive wildlife species (*id.*, p. 49, re:

impacts to Western Snowy Plover; p. 52, re: impacts to California Least Tern). This new data is inconsistent with a conclusion that the project would not significantly degrade ESHA.

- 3) The Biological Opinion prepared by USFWS anticipates the potential for long-term effects on California Red legged frog that must be offset with mitigation (Staff Report, pp. 45-46). The Staff Report refers the reader to Appendix A for the Biological Opinion and protection and mitigation measures, but that document is not actually provided with the Staff Report (*id.*, pp. 46, 63). The Appendix A documents are further relied on for commitments to offset impacts to Western Snowy Plover (*id.*, p. 48). We have requested that Commission Staff provide the Appendix A documents, which are repeatedly referenced in the Staff Report, to the public and to the Commissioners, but given the timing they will not be provided with sufficient time to incorporate into written public comment.
- 4) With respect to impacts to marine mammals, the Staff Report relies on the National Marine Fisheries Service Letter of Authorization (LOA), which is purportedly included in Appendix A. (Staff Report, p. 14). However Appendix A does not list this document (*see id.* p. 63) and as discussed above none of the actual Appendix A documents are actually provided with the staff report.
- 5) Measures proposed to mitigate the project's impacts to wildlife from noise are ill defined and appear to be woefully inadequate. If increased monitoring shows statistically significant declines, compensatory mitigation would be deployed, but no curtailment of launch activity would occur except in the case of marine mammal impacts (*see* Staff Report p. 34). In other words, if the project proves harmful to sensitive wildlife species, those species and the high-value habitat that VSFB provides could be irretrievably lost. Substantial additional mitigation measures are required to protect sensitive wildlife species from the noise and vibration caused by the project, including by avoiding time periods when sensitive species are most likely to be impacted, and the suspension and curtailment of launch activity if significant adverse impacts are documented.

GCC appreciates the attention given to the recreational impacts of the project, however additional information regarding impacts to sensitive species and ESHA and mitigation measures relied on to protect those coastal resources is necessary to establish a sufficient evidentiary foundation for a conclusion that the project is either fully consistent or consistent to the maximum extent feasible with the policies of the Coastal Act.

Sincerely,



Ana Citrin, Esq.
GCC Legal and Policy Director

From: [Ventura BWTF](#)
To: Energy@Coastal
Subject: Public Comment on April 2024 Agenda Item Wednesday 13a - CD-0003-24 (United States Space Force).
Date: Tuesday, April 9, 2024 4:55:32 PM

Dear Esteemed California Coastal Commissioners,

Surfrider Foundation Ventura County Chapter opposes increases in Space X launches from Vandenberg Airbase without further study.

The Surfrider Foundation is an environmental nonprofit organization dedicated to the protection and enjoyment of the world's oceans, waves and beaches for all people, through a powerful activist network.

SURFRIDER recognizes that the biodiversity and ecological integrity of the planet's coasts are necessary and irreplaceable.

SURFRIDER is committed to preserving natural living and non-living diversity and ecological integrity of the coastal environment.

Increasing additional Space X launches threatens marine life on our coasts as well as the Santa Barbara Channel which hosts migratory threatened marine species like the Southern orcas. The Channel Islands National Park is habitat for 30,000 pinnipeds. Vandenburg Air Base is home to a new rookery of Northern Elephant seals.

Jalama Beach is also a stranding habitat for sick and injured California sea lions and other seal species.

Many species of marine life use sound to communicate, mate, find food, fend off predators, navigate, and maintain group cohesion. Depending on where these creatures live in the water column and what the magnitude of their vocalizations are, sonic boom activity will potentially affect them in different ways.

Further, there are 5.25 trillion pieces of plastic debris in the ocean. Of that mass, 269,000 tons float on the surface, while some four billion plastic microfibers per square kilometer litter the deep sea.

Our oceans are already under maximum threats for plastic pollution.

Space X debris fallout into our ocean is unacceptable at the rate proposed for increased launches and threatens the health of our oceans at a greater cost than is feasible for private enterprise without a named threshold for how many satellites are truly needed, and those who launch activity and debris encroach adversely on our beaches and coastal waters.

Thank you for considering no increases to Space Z launches without further investigation of potential destruction to our ocean environment.



Joy Downing Riley
Blue Water Task Force Coordinator| Surfrider Foundation
Ventura County Chapter
bwtf@ventura.surfrider.org | <http://ventura.surfrider.org>

Do you have a Surfrider membership? Grab yours [here](#) and support Ventura County's 43 miles of coastline!

Horn, Wesley@Coastal

From: LINDA STEIS <flowergirl7777@msn.com>
Sent: Tuesday, April 2, 2024 10:40 AM
To: Energy@Coastal
Subject: Public Comment on April 2024 Agenda Item Wednesday 13a - CD-0003-24 (United States Space Force).

To Members of the South Central Coast of the California Coastal Commission:

I live in the unincorporated area of the Ojai Valley, Ventura County, and have been hearing and feeling most of the launches! I understand that the project is important but do we really need so many launches? It appears that this hearing is to actually approve an increase the number of launches! I really need to object on two counts. First, it is very unsettling to me and my animals even if I myself know when to expect one! Often they happen late at night and wake up everyone with the huge boom and shaking of our homes! I almost always think earthquake! This brings me to my second reason for questioning the wisdom or need for so many....if the sounds are shaking the my house and the ground underneath it, what may they be doing to the fault lines?! I do not know if any research has been or is being done about the relationship but I definitely think it bears consideration. Our country and the entire world is so stressed what with the upcoming election, climate changes, wildfire concerns, high cost of homeowners insurance and the ever-present concern for the big one, it is just so disturbing to have so many heart-stopping launches Thank you for your consideration and I appreciate the opportunity to be heard.

Sincerely,

Linda Steis
Ojai, California

Horn, Wesley@Coastal

From: River Sauvageau <riverjaguar@gmail.com>
Sent: Tuesday, April 2, 2024 9:19 AM
To: Energy@Coastal
Subject: Public Comment on April 2024 Agenda Item Wednesday 13a - CD-0003-24 (United States Space Force).

The sonic booms, and the shaking of our homes, which happens when there are launches is extremely disturbing. The boom causes trauma for people as well as animals. To increase the frequency of launches will cause more noise, pollution.

Please do not approve of more launches until this can be resolved.

Thank you,
Lisa Sauvageau
Ojai, California
Sent from my iPhone

Horn, Wesley@Coastal

From: Rebecca Stebbins <RLS7JSM@msn.com>
Sent: Friday, April 5, 2024 4:48 PM
To: Energy@Coastal
Subject: Public Comment on April 2024 Agenda Item Wednesday 13a - CD-0003-24 (United States Space Force).

I find it difficult to believe that there are no impacts on species due to Space-X launches. I, along with thousands of other residents of the South Coast, am significantly impacted with each launch, including being woken up from a deep sleep on occasion, while my dogs are terrified, my house shakes, and the sonic booms are felt physically, with a deep shock.

The Federal Aviation Administration (FAA) sets regulations relating to United States airspace. Current rules prohibit commercial airplanes from flying at supersonic speeds over land because of the noise levels associated with sonic booms and the negative impacts to humans and animals. I do not understand why these regulations should not apply to Space-X launches, given that they produce the same impacts.

I draw your attention to this excerpt (below) from an article entitled “The Impact of Helicopters on Blue Mountains Wildlife and other World Heritage Values.” If helicopters are that damaging, then I imagine rocket launches are at least equally detrimental, if not more.

2 Noise: knows no boundaries; protected areas do not guarantee animals or recreationists refuge from its effects; chronic noise exposure may occur even in remote wilderness sites. Noise from aircraft overflights has the potential to affect a wide range of habitats.

2.3 A combination of loud noise and sudden and rapid movement of aircraft causes the greatest negative effects on wildlife with **helicopters having a greater impact than fixed wing planes**. While birds and other animals can habituate to regular human impact, **sudden, noisy intermittent helicopter intrusions would constitute bursts of alarm-filled harassment**.

2.4 **Helicopters are particularly associated** with lethal rotor downwash and brownouts: high velocity wind vortices are generated by helicopter blades when the machine is hovering above a runway or bushland. This generates smothering blankets of airborne dust particles, reduces habitat values and exposes vegetation and wildlife to lethal wind velocities.

2.5 Impacts of noise, sudden rapid movement and rotor downwash include:

- Direct physical damage such as to hearing or being shredded by rotor downwash
- Triggering of the animals ‘fight or flight’ response – this is characterised by a number of physiological changes brought on by the release of stress hormones into the blood stream. The animal’s metabolism, heart rate and respiration rate all increase, blood flow is diverted away from the digestive system and skin to the muscles, brain and heart, while blood temperature and blood sugar levels also increase. Repeated exposure to noise and triggering of this response can lead to chronic stress. The health of affected animals may be compromised by suppressing immune function, making them more susceptible to infection and parasites, altering growth, and by slowing recovery from food shortages.

Individual mammal responses range from the mild (including normal signs of noise detection such as ear twitching or increased vigilance), through to a range of increasingly intense reactions. Animals may alter their activity by walking slowly away, freezing, crouching, making an intention to run, engaging in mild aggression, or increasing flocking or herding behaviour. The most intense responses are associated with more extreme behaviours, such as panicking, urinating or defecating, and running blindly at high speed.

Birds show a similar range of responses to mammals from being alert at the mildest level, to showing an intention to fly, pecking at each other, broken-wing displays (to act as a distraction to protect nestlings) and walking, swimming or flying short distances.

Changes in the acoustic environment may impact severely on birds, frogs and other animals that rely on their hearing to receive information about their surroundings, or who use vocalisations to coordinate a range of activities including feeding, mating and courtship. Bats that use echolocation for navigation are particularly vulnerable to acoustic environment changes, as are social animals that rely on vocal communication for the cohesiveness of their group.

2.6 Behavioural and physiological responses as outlined above may result in a decline in individual numbers through collisions with aircraft and the rapid flushing of alarmed birds from nests (impacting on reproduction rates), feeding areas or cliff edges. Short-term avoidance of sections of habitat may become long-term habitat displacements which results in competition for resources including food, roosting branches and nesting hollows and **an eventual loss of individuals and even species.**

The full article, along with references to source studies, can be found here:

<https://www.bluemountains.org.au/hutnews/hut-news-1907-impact-of-helicopters.pdf>

I urge the Commission to do whatever possible to reduce or eliminate the launch impacts not only to local wildlife and beaches, but to the many thousands of people, including myself, who are impacted negatively.

**Rebecca Stebbins
Carpinteria, CA**

Horn, Wesley@Coastal

From: Leslie Purcell <lesliepurcell@gmail.com>
Sent: Friday, April 5, 2024 5:00 PM
To: Energy@Coastal
Subject: Public Comment on April 2024 Agenda Item Wednesday 13a - CD-0003-24 (United States Space Force).

Re: Vandenberg SpaceX:

I am concerned that: “Up to 36 weather balloons would be released prior to each launch to measure upper atmosphere conditions and would then fall to the ocean below in state or federal waters. Due to the height it would fall from and large ocean area it may land in, DAF has stated that it would not be feasible to recover each weather balloon and associated instrument array. DAF has therefore committed to ensure that SpaceX provide a monetary donation to UC Davis’ California Lost Fishing Gear Recovery Project to offset this source of marine debris through the recovery of lost and abandoned fishing nets and other gear”.

My recollection is that the previous 2023 CCC concurrence for Phantom launches indicated 6 weather balloons per launch. Now SpaceX is asking for 36, which would create a much greater incidence of ocean debris and pollution. I believe that SpaceX should do more than contribute to the lost fishing gear recovery for such an increase in weather balloon debris in our ocean off-shore..

I am also concerned for the potential for cumulative impacts from the increasing launches in the coming year(s).

“The average launch frequency at VSFB has been 6.2 launches annually over the past five years, although DAF has authorized private launch companies to, collectively, conduct **up to 169 space launches annually, over three per week**. In addition to the 36 launches annually proposed under this project, the Commission recently concurred with a CD from DAF for launches at a new launch complex to be constructed and operated by Phantom Space Corporation (Phantom) that will allow up to 48 launches and 48 engine fire tests annually (Consistency Determination No. CD-0010-22). To address concerns about overall launch frequency and negative impacts to sensitive wildlife at and around VSFB, DAF committed as part of that project to come back to the Executive Director in **five years**, before the full launch frequency starts, to report on the findings of their base-wide environmental monitoring. USFWS noted in its Biological Opinion for that project how the rapid increase in launch frequency at VSFB represents a novel impact, and emphasized that sufficient annual monitoring data and statistical analysis is needed in order to fully assess how species may be reacting to the increase in the number of launches”. (emphasis added).

I would like to see reporting and analysis done sooner than the 5 years discussed in the Staff report.

Thank you,
Leslie Purcell
4-5-2024

Horn, Wesley@Coastal

From: Jan Meslin <meslinjan@gmail.com>
Sent: Wednesday, April 3, 2024 1:31 PM
To: Energy@Coastal
Cc: Jan Meslin
Subject: Public Comment on April 2024 Agenda Item Wednesday 13a - CD-0003-24 (United States Space Force).

Hello.

I urge you to decrease rather than increase the number of Falcon 9 launches at VSF. In addition, please decrease the offshore landing locations in the Pacific. The U.S. has become the war country rather than the peace country. We must stop this nonsense. I fear for the future of the world!

While you're at it, please stop the ICBM testing at Vandenberg.

All of these things make life difficult for people, animals and the environment where they land. All of these things endanger the U.S. rather than making it safer.

Thank you. -Janyce Meslin, Cayucos