JYOTINT · LAUNCH ADVISORY

UNDERWRITER EDITION

SEALED 2026-11-13 17:59 UTC

Starship Flight 15

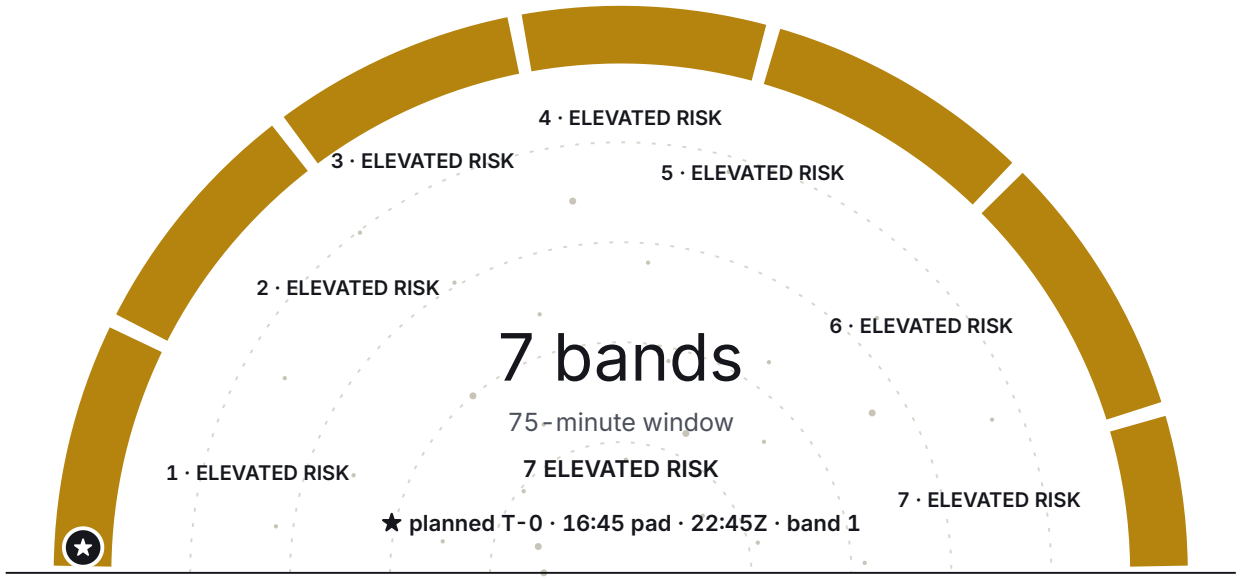
Starship · SpaceX — Starbase · Boca Chica · OLP-B · US

advisory id	lia_20261113_1ed2bff6999b
status	SEALED · WINDOW AHEAD
window, at the pad	Fri, Nov 13, 16:45 CST → Fri, Nov 13, 18:00 CST
window, UTC	2026-11-13 22:45 UTC → 2026-11-14 00:00 UTC
T-0, pad local	Fri, Nov 13, 16:45 CST
pad, cast at	OLP-B · 25°59′48.5″N 97°09′28.8″W (25.9968, -97.158) · America/Chicago
prepared for	Vijay Jyotish
profile	communications satellite · low Earth orbit
read	Provisional
edition	underwriter

THE DAY'S CLASS

STAND DOWN

POSTURE C · STAND DOWN



WINDOW OPENS
16:45 pad · 22:45Z

WINDOW CLOSES
18:00 pad · 00:00Z

The window at a glance. Each segment of the arc is one band, in clock order from the window's open on the left to its close on the right, drawn in its window class; the star on the arc is the planned T-0. The band table carries the same classes in words, and each band has its own page with its grade line.

01 · THE CALL

§ 01–08

READ FIRST · the call is complete on the pages from here to the Reference divider: 3 parts, a few minutes

Commander's briefing

You hold a T-0 in this window. This briefing gives you the day before it opens, read and sealed so it can be graded.

THE MISSION	Starship · SpaceX · Starship Flight 15 from Starbase · Boca Chica OLP-B. Window Fri, Nov 13, 2026, 16:45–18:00 CST at the pad; T-0 planned 16:45.
THE WINDOW CALL	The window call is STAND DOWN, set out in full on the binding sheet, the next page.
WHAT IS AT STAKE	Pre-ignition: exposure clean on propellant loading and chilldown (watch only), count and final polls and regulatory approval (schedule only). Launch: exposure no-go on upper-stage propellant management through insertion, coast and relight, engines on both stages, staging joint and vehicle interfaces, payload release mechanism up to release and booster return and tower catch. Operating life: exposure elevated on satellites at the low release orbit (drag, orbit raising), first contact and early commissioning, payload power margin, ship re-entry heat shield and tower catch and payload service life: not read (no dated source).
DECISION RESTS WITH THE TEAM	Stand down this window. Work the actionables and re-file on the next window.
THE RECORD BEHIND THIS READ	3 sealed calls on Starship, 3 graded in public; the whole public record and the cuts that match this mission are drawn in the record section.
WHAT THIS READ DOES NOT CLAIM	No verdict on the vehicle's engineering, no launch clearance, no price and no figure for cover. Sealed 2026-11-13 17:59 UTC, 4.8 h before the window. The decision stays with you.

The quad and the full read follow; every line above is derived from the sealed values printed there.

THE CALL

● STAND DOWN

STAND DOWN: at the planned T-0 (22:45Z) launch reads NO-GO and operating life reads ELEVATED; no later band in this window reads CLEAN for the flight. The advisor's posture: C · Stand down — the cover phases at the planned T-0 set the course: pre-ignition reads CLEAN, launch reads NO-GO, operating life reads ELEVATED. The decision is the commander's and the insurer's.

Pre-ignition · CLEAN · no hold criterion named

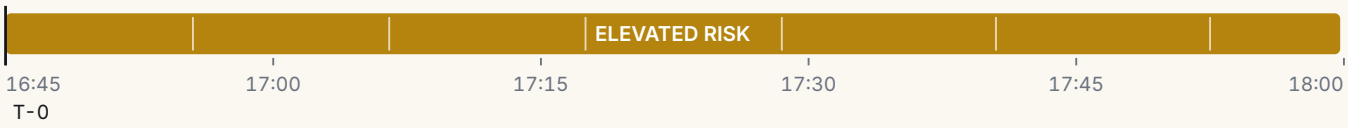
Launch · NO-GO · reads NO-GO at the planned T-0: not flown on this mark

Operating life · ELEVATED · reads ELEVATED at the planned T-0: the named risk is carried in flight

House signal 0.946 (about 9 in 10) over the three phases, the house's rating. In plain words: the house signal is a chance on a scale from 0 to 1. It is how likely the house finds it that the named anomaly class shows for this vehicle on this day; 0 is none and 1 is sure. 0.946 reads as about 9 in 10. Driver: Launch 0.899, confidence calibrated on 26 graded launches, Brier 0.033 (the published calibration file, launch rows).

window	Fri, Nov 13, 16:45 CST → Fri, Nov 13, 18:00 CST at the pad
planned T-0	Fri, Nov 13, 16:45 CST — its band reads ELEVATED RISK
clean range	none in this window

WINDOW MAP



7 bands · planned T-0 Fri, Nov 13, 16:45 CST · clocks at the pad · one run, the class word inside the bar, a seam at every band boundary

TERMS — FOR CONSIDERATION

REFERRAL

if your authority sets a referral trigger for an adverse date, this read is that trigger before any decision to bind; the decision stays yours.

PRICING

the house would not write this window: the day reads adverse at the level of the mission; where you write, write on the named terms.

CONDITIONS

consider binding only for a different date that reads clean on its own sealed read; this read names no such date.

BINDING

Cover binds to this window and this planned T-0 only: window 2026-11-13 22:45 UTC to 2026-11-14 00:00 UTC, planned T-0 2026-11-13 22:45 UTC. Cover never binds to the mission. A scrub or slip is a new read on new terms (repriced), with the balance paid before the new T-0.

CLAIMS FILE

keep the sealed text, the advisory id and the values sha256 on the file; the seal line lets a later dispute test what was said before the window, and the grading sheet shows how each call was graded.

Recommendation is not verdict: the class is the house's reading. Whether to bind, on what terms, and at what price are the underwriter's decisions, made with their own base rate and authority.

WHAT CHANGES THE CALL

T-0 moves

the class of the band at the new T-0 is the class that applies; the day call stands — read the window map, never re-read the day

an addendum is sealed

a later sealed addendum supersedes this sheet for the rows it names; none is in the sealed values unless printed under Addendum

the launch scrubs

A scrub is a scrub: with no flight no band grades, and the day call is the one row that grades, by the scrub row of the rubric; nothing transfers to a reschedule.

THE RECORD

● 3 sealed · 3 graded · 3 hits

on Starship; "hit" is defined under Accuracy; Brier and the realized hit share are published on the site; the grades, bin by bin, are under The house record.

THE SEAL

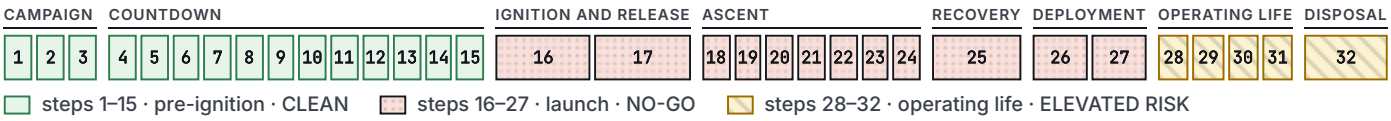
sealed	2026-11-13 17:59 UTC
before the window	4.8 h
sealed by	house key · 2026 · week 46
verify	VERIFIED — house line verifies (sign-3fd74b1d, 2026-11-13T17:59:45.119Z)
issuer	Vijay Jyotish LLC
third party	one: the model vendor (named in the verification exhibit), no-retention term

`advisory lia_20261113_1ed2bff6999b`

01 THE MISSION, END TO END

READ FIRST · the whole mission on one line, and the steps to watch

32 steps in 8 stages, integration to disposal. Each step sits in one cover phase and takes the class that phase carries in the planned T-0 band (band 1 of 7, 16:45–16:55 CST at the pad). The colour is the class; the word is in the key under the strip.



> The house's walk of the chain singles out no one step in this band: 17 of 32 steps read on watch together. The watch list is therefore drawn from the steps this band's own read names.

BY COVER PHASE · THE PLANNED T-0 BAND (BAND 1 OF 7, 16:45–16:55 CST AT THE PAD)

COVER PHASE	CLASS	CHAIN STEPS	STEPS THE READ NAMES	FIRST NAMED STEP
Pre-ignition	CLEAN	1–15 (15)	0	—
Launch	NO-GO	16–27 (12)	2	First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii (T+01:27:46) ·
Operating life	ELEVATED RISK	28–32 (5)	2	payload deploy demonstration (time not published) ·

The chain folded to the three phases a policy is written on. A named step is a step of the flight sequence that a named issue of the day read places by its own words; the count is where the read looks, never a count of expected faults.

Every step, with what happens, what a hold or abort looks like and what follows, is in the section The chain in full. Each band page carries this strip for its own band.

REFERENCE

Everything from here supports the pages before it.

The call is complete on the pages ahead of this one: the briefing, the binding sheet, the mission end to end with its watch list. From here on is the detail behind it: the claims, the window map, the decision package, a set of pages for every band, the grading and the record. Use the contents below to go straight to a section.

Eight families, in the order they print

01 The call
§ 01–08 · 8 sections

02 The decision and the band pages
§ 09–12 · 4 sections

03 What it means
§ 13–14 · 2 sections

04 The mission
§ 15–21 · 7 sections

05 Window evidence and grading
§ 22–25 · 4 sections

06 The record
§ 26–30 · 5 sections

07 Watch and pledge
§ 31–32 · 2 sections

08 Method and exhibits
§ 33–38 · 6 sections

Each family opens with its divider; the page number is in the foot of each page.

Research index · checked, researched, sealed

Mission data as checked
10 fields read against the house sources · 0 changed · full table § 15

Mission as researched
14 of 15 facets observed from 55 dated sources · brief sealed d02d64defd0d · full read § 16

- business pressure observed
- consensus observed
- context observed
- goal observed
- history observed
- identity observed
- implications observed
- market line not observed
- other factors observed
- payload observed
- pending observed
- sequence observed
- timeline observed
- vehicle configuration observed
- weather observed

CONTENTS

Each line is a link: select it to go to that section, on screen and in the saved PDF. Section numbers are as printed beside every heading; the page number is in the foot of each page. Headings are searchable: find a section by its title.

How to read this document: the pages ahead of this one are the call, complete. Behind this page how the advisory is graded and the read key come first, then the call in detail (the TL;DR and claims, the reading box, the band table, the window map and curve, the named mode, the decision package and the actions). The band pages follow, one page per band, each with its own grade box. The supporting material comes last: stakes and money, the mission as checked and as read, the factor table, grading, the record, watch, method, sources and legal.

READ FIRST

01 The mission, end to end

THE CALL IN DETAIL

02 How this advisory is graded — one recommendation, two branches
03 How to read this advisory — in one minute
04 TL;DR and the key call
05 The claims, upfront — what this advisory asserts
06 The band table — what grades if the rocket flies
07 The window map — the band picture across the window
08 The window risk curve
09 If flown — the named mode
10 Ranked indicators
11 The decision package

THE BAND PAGES

12 The band pages — one page per band

SUPPORTING MATERIAL

13 The stakes — order of magnitude by phase
14 Money value — expected loss avoided, marked estimate
15 Mission data as checked
16 The mission as read
17 The chain in full
18 The sealed text
19 Frame and scope — what this read covers
20 Background
21 The public prior
22 Factor table — every standard phase, rated by the house
23 Grading protocol — pre-committed
24 Grading sheet
25 Post-flight measurement
26 Accuracy
27 The record, sealed and public
28 Sealed before the event
29 Stress test — what would break this call
30 Addendum and re-seal block
31 The watch plan
32 The data pledge
33 Exhibits and the consensus freeze
34 Chain of custody
35 Method and boundary
36 The laws of foresight
37 Verification exhibit — how a stranger checks this record
38 One third party

02 HOW THIS ADVISORY IS GRADED — ONE RECOMMENDATION, TWO BRANCHES

The day call is the house's recommendation for the day as a whole. The decision to fly belongs to the launch team and the underwriter, never to the house. So the house is graded on what actually happens, on one of two branches, both fixed at the seal.

1. **What is read: three phases.** Pre-ignition (the count, from the start of the window to ignition), Launch (ignition to payload release), Operating life (payload release through first light plus 30 days). Each phase carries its own class: CLEAN, ELEVATED RISK, NO-GO.

2. **What the phases set: the band.** Each stretch of the window carries one band. A band never reads NO-GO on pre-ignition alone. The band is what the underwriter prices.
3. **What is recommended: the course.** One course for the planned T-0, from the phases at that minute: . The course is advice to the launch team. It is not graded and it changes no grade.
4. **What is graded: the band, and each phase beside it.** The band grade is the only grade in the score. Beside the band grade, every graded read carries one grade for each segment: pre-ignition, launch and operating life. Each is graded against the class that segment carried in the graded band, on what the public record shows for that segment alone. Segment grades have their own count. They never change the band grade, the score or the information yield.

IF THERE IS NO FLIGHT	IF THE MISSION FLIES ANYWAY
The day call grades. The day call on this read is STAND DOWN. With no flight in this window, a NO-GO call grades HIT: the house said do not fly, and the window was not flown. A new date is a new reading.	**The band grades, not the day call.** The house cannot stop a launch, and the day call is not graded on a flight. Whatever minute the team picks, the band that holds the actual T-0 is the row that grades, on its own class. All 7 bands of this window were sealed before the window opened, so the house already holds a graded position on every minute of it. ELEVATED RISK band — HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure

This is the house's standing form. On Vulcan Cert-1 · Peregrine (LA-003, January 2024) the house recommended a scrub and sealed the if-flown branch beside it; the launch went ahead, and the if-flown branch is the one that graded. The rows are in "The band table — what grades if the rocket flies"; the full protocol is in the grading section.

03 HOW TO READ THIS ADVISORY — IN ONE MINUTE

> **WHAT THIS IS · RISK MANAGEMENT FOR LAUNCH**
>
> **We manage launch risk. We do not foretell launches.**
>
> In this era a read is a judgment of where the risk sits in a window, never a certainty about what will happen. A launch we mark NO-GO may fly well, and a window we mark CLEAN may not; that is why every read carries its confidence and every grade is kept in public, the misses beside the hits.
>
> The decision always belongs to the people who fly and the people who pay. Our part is to name the risk early enough to price it, plan around it, or wait it out, so the whole launch community loses less, flies more often, and reaches the stars sooner, for everyone.

HOW TO READ IT · I PRICE THE RISK

Three bands. Each one says how to price the window.

This is the underwriter edition, set for the party who prices the window (underwriter · owner · investor). The same sealed read also prints as the launch edition, for the team that flies it. The read, the seal and every number are the same in both; each edition leaves out only the pages written for the other reader.

CLEAN

A clean flight is expected.

Minor issues, holds and delays may happen and cost the money nothing. No payout is expected on this window.

ELEVATED RISK

Real risk is present on this window.

Some small trouble is expected, and the odds of something worse are high. Price it with terms. The named risk may show on the day without growing into an anomaly. A band whose heavy reading sits only before ignition is in this class: expect holds or a scrub on the ground.

NO-GO

The risk of a serious loss in flight is very high, and so is the payout.

Launch or operating life reads NO-GO inside this band. The house recommends standing down or slipping to a band where the flight reads CLEAN.

Each read also names a course for the planned T-0: FLY AT OPEN · FLY WITH WATCH · SLIP · STAND DOWN. This read's course is STAND DOWN: A flight phase reads heavier than CLEAN at the planned T-0 and no later band in the window reads CLEAN for the flight.

1 **Sealed before T-0**
hash, signature and time are fixed; nothing on the row changes after

2 **The window runs**
the launch team and the underwriter decide; the read stands as sealed

3 **Graded in public**
against the operator, the FAA and the public record, hit or miss

THIS READ AT THE PLANNED T-0 · IN PLAIN WORDS

Each phase of a read carries one class at the planned T-0. A class means something different in each phase; this is what each one means here.

Pre-ignition the count, from the start of the window to ignition — CLEAN

A quiet count is expected, with lift-off at the planned T-0. A short hold that clears costs the money nothing.

Launch ignition to payload release — NO-GO

The risk of a serious loss between ignition and payload release is very high at this T-0. The house recommends not flying on this mark: stand down, or slip to a band where launch reads CLEAN. It is a recommendation, never a predicted outcome: the launch team and the underwriter may still fly.

Operating life payload release through first light plus 30 days — ELEVATED RISK

Real risk is carried after payload release. A named anomaly may show in the life of the payload; price it with terms.

The course is the house's recommendation; the call is the launch team's and the underwriter's. Grades come from the bands: the band that holds the lift-off when it flies, the band that holds the planned T-0 on a scrub. Reads sealed before 11 November 2026 carry a day band and no course.

04 TL;DR AND THE KEY CALL

● STAND DOWN

Pre-ignition · CLEAN · no hold criterion named

Launch · NO-GO · reads NO-GO at the planned T-0: not flown on this mark

Operating life · ELEVATED · reads ELEVATED at the planned T-0: the named risk is carried in flight

Status: SEALED · WINDOW AHEAD. The window has not opened; every row of the grading sheet is UNRESOLVED by construction.

In plain words: about 9 in 10 for the named class across the three phases.

Posture C · Stand down — the cover phases at the planned T-0 set the course: pre-ignition reads CLEAN, launch reads NO-GO, operating life reads ELEVATED.

House signal over all three phases: 0.946 — the arithmetic behind the blended class NO-GO, not the verdict. In plain words: the house signal is a chance on a scale from 0 to 1. It is how likely the house finds it that the named anomaly class shows for this vehicle on this day; 0 is none and 1 is sure. 0.946 reads as about 9 in 10. Per phase: Pre-ignition 0.164 · Launch 0.899 · Operating life 0.361.

If flown, the named mode: a degraded subsystem; cryogenic and thermal margins; fluids and weather; ignition and combustion.

The house day call is NO-GO. By cover phase: pre-ignition CLEAN, launch NO-GO, operating-life ELEVATED. This sealed read is for the primary window, 22:45 UTC on 13 November to 00:00 UTC on 14 November, for a communications satellite mission. NO-GO is a recommendation to stand down; you may still fly, the risk then yours.

HOUSE SIGNAL · ALL PHASES	CLEAN SHARE OF THE WINDOW	PLANNED T-0	DRIVER PHASE
0.946	0%	16:45	launch
class: NO-GO	0 of 76 one-minute samples in a clean band	sits in an ELEVATED RISK band	0.899
about 9 in 10 for the named class			

05 THE CLAIMS, UPFRONT — WHAT THIS ADVISORY ASSERTS

1. Day call: STAND DOWN · house signal 0.95 for the named class. The day call is the house's recommendation; it grades on a scrub, and on a flight the band that holds the actual T-0 grades instead.
2. A scrub is a scrub: with no flight no band grades, and the day call is the one row that grades, by the scrub row of the rubric; nothing transfers to a reschedule.
3. If the team flies anyway: IF flown 16:45–18:00: ELEVATED RISK. Each row grades on its own clock.

FALSIFIER: if flown, the band that holds the actual T-0 is the row that grades; the day call is the house's recommendation and is not graded on a flight. A clean flight (with or without a hold or delay) or a serious or catastrophic failure, affirmatively established on its channel, against an ELEVATED RISK call grades MISS at full weight. Silence on a channel grades UNRESOLVED, never MISS.

Time is the address: this read grades its sealed window, 2026-11-13 22:45 to 2026-11-14 00:00 UTC (planned T-0 2026-11-13 22:45 UTC), on the band that holds the actual lift-off. A new date is a new reading; a flight outside the window does not re-anchor a row. The window has not opened; every row of the grading sheet is UNRESOLVED by construction.

The grade is pre-committed and it is one row: the band that holds the actual T-0 if the rocket flies, the day call if it does not. That row is a HIT or a MISS at full weight, with no half credit; MISS only when the falsifier is affirmatively established on its channel. A row whose channel has not spoken is UNRESOLVED, which is neither.

A printed number is a house signal on a measured series, not a promise; the cap on every printed probability is stated once in the grading protocol. The call is the launch team's and the cover decision the insurer's.

HOW TO READ THIS FOR UNDERWRITING

The day's class is the house's out-of-model, day-specific signal for this launch. It sits beside your vehicle and base-rate model, not instead of it. NO-GO means: the house would not write this window: the day reads adverse at the level of the mission; where you write, write on the named terms. A probability in this document reads as "roughly 1 in N" for the named class in that phase, and "× the base rate" compares it with the public prior for the same phase. Each gloss printed beside a number is arithmetic on that same number; the number itself is unchanged.

Cover binds to this window and this planned T-0 only: window 2026-11-13 22:45 UTC to 2026-11-14 00:00 UTC, planned T-0 2026-11-13 22:45 UTC. Cover never binds to the mission. A scrub or slip is a new read on new terms (repriced), with the balance paid before the new T-0.

Sealed 2026-11-13 17:59 UTC, 4.8 hours before the window opens at 2026-11-13 22:45 UTC. Nothing sealed changes after the seal.

What this is NOT: not a vehicle reliability model, not a prediction of a specific failure mode, and not a substitute for the engineering review of the vehicle or its launch readiness.

06 THE BAND TABLE — WHAT GRADES IF THE ROCKET FLIES

One row per band, 7 in all across the 75-minute window (76 one-minute samples, both ends counted); the planned T-0 sits in band 1 (★). If the rocket flies, the band that holds the actual T-0 is the row that grades. Each band has its own page below, with its class per phase, its minutes, its named issues and its change against the planned-T-0 band. Clocks: CST at the pad (America/Chicago) first, UTC second; the public channels speak UTC. With no flight no band grades: a scrub grades the day call.

1 ★ 16:45–16:55 **ELEVATED RISK** | **2** 16:56–17:06 **ELEVATED RISK** | **3** 17:07–17:17 **ELEVATED RISK** | **4** 17:18–17:28 **ELEVATED RISK** | **5** 17:29–17:40 **ELEVATED RISK** | **6** 17:41–17:52 **ELEVATED RISK** | **7** 17:53–18:00 **ELEVATED RISK**

BAND	CLASS	CST AT THE PAD	UTC	MIN	PRE-IGNITION	LAUNCH	OPERATING LIFE	AGAINST BAND ★
1 of 7 ★	ELEVATED RISK	16:45–16:55	22:45–22:55Z	11	CLEAN 0.16	NO-GO 0.90	ELEVATED RISK 0.36	planned T-0
2 of 7	ELEVATED RISK	16:56–17:06	22:56–23:06Z	11	CLEAN 0.16	NO-GO 0.90	ELEVATED RISK 0.36	same classes as the planned T-0
3 of 7	ELEVATED RISK	17:07–17:17	23:07–23:17Z	11	CLEAN 0.20	NO-GO 0.91	ELEVATED RISK 0.36	same classes as the planned T-0
4 of 7	ELEVATED RISK	17:18–17:28	23:18–23:28Z	11	CLEAN 0.20	NO-GO 0.90	ELEVATED RISK 0.36	same classes as the planned T-0
5 of 7	ELEVATED RISK	17:29–17:40	23:29–23:40Z	12	CLEAN 0.20	NO-GO 0.90	ELEVATED RISK 0.36	same classes as the planned T-0
6 of 7	ELEVATED RISK	17:41–17:52	23:41–23:52Z	12	CLEAN 0.20	NO-GO 0.94	CLEAN 0.28	Operating life ELEVATED RISK → CLEAN
7 of 7	ELEVATED RISK	17:53–18:00	23:53–00:00Z	8	CLEAN 0.21	NO-GO 0.94	CLEAN 0.28	Operating life ELEVATED RISK → CLEAN

CLEAN — HIT on a clean flight (with or without a hold or delay) or a successful flight with risk on record · MISS on a flight with a named anomaly or a serious or catastrophic failure

ELEVATED RISK — HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure

NO-GO — HIT on a flight with a named anomaly or a serious or catastrophic failure · MISS on a clean flight (with or without a hold or delay) or a successful flight with risk on record

The grade law is one way for every band of this class; each band's page carries its line. The band is a risk rating, not a flat declaration: a flight on an adverse band that bites is the priced risk materialised. Holds are not an outcome; a hold flies later and grades on the flight, or scrubs. Signal is the three phase covers' mean p inside the band, as sealed; it is the Brier term's p and never a probability of loss. The class word ranks the bands: a band is lighter only by class, and the signal numbers, which vary by hundredths inside one class, do not rank it against another of the same class.

07 THE WINDOW MAP — THE BAND PICTURE ACROSS THE WINDOW

Scale: the window map — the sweep's per-minute p against the two thresholds, the launch-team view of the whole window.

7 bands, 76 one-minute samples across the window; clocks CST at the pad (America/Chicago); shares round to whole percent. No band in this window is clean. The bands grade; the minutes never. The clean range is a selection, never a clearance: a T-0 chosen inside it is still the launch team's call on the day.



Window colors, three classes and one warning state: red · NO-GO (the house recommends standing down; the launch team may still fly, the risk theirs) · yellow · ELEVATED RISK · blue · CLEAN, a named warning stands (a sub-state of CLEAN, not a fourth class) · green · CLEAN.

RANGE	CLASS	BANDS	MIN	SHARE OF WINDOW	READS AS
16:45–18:00	**ELEVATED RISK**	7 ★ planned T-0	76	100%	a named anomaly; read the statement

Columns left out because this read files no value for them: signal.

Each of the 7 bands has its own row, outcome and grade line in "The band table — what grades if the rocket flies", under The call at the front of this document; the runs above are the strip's shape only.

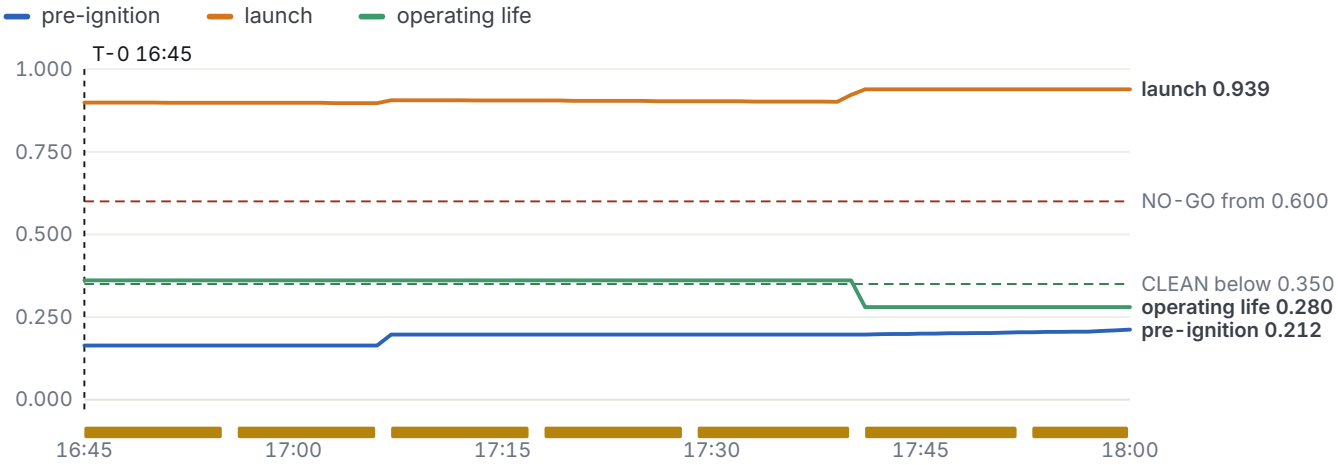
IF flown 16:45–18:00: ELEVATED RISK. No clean window follows this band.

In a band statement, a percentage after a component (rocket, mission, pad) is the share of that band's minutes on which the engine marks the component — never a probability of loss.

08 THE WINDOW RISK CURVE

Scale: the window map — the sweep's per-minute p against the two thresholds, the launch-team view of the whole window.

The window risk curve phase signal p at each sampled minute, by phase · 76 one-minute samples over a 75-minute window · the label at each line's end is that phase's p at the last sampled minute · clocks at the pad



Higher = more risk. Below 0.350 CLEAN · from 0.350 ELEVATED RISK · from 0.600 NO-GO.

The strip under the axis is the overall band class; the dashed colored rules are the two class thresholds; the dashed ink rule is the planned T-0.

09 IF FLOWN — THE NAMED MODE

1. The call

FALSIFIER: if flown, the band that holds the actual T-0 is the row that grades; the day call is the house's recommendation and is not graded on a flight. A clean flight (with or without a hold or delay) or a serious or catastrophic failure, affirmatively established on its channel, against an ELEVATED RISK call grades MISS at full weight. Silence on a channel grades UNRESOLVED, never MISS.

The house day call is NO-GO. By cover phase: pre-ignition CLEAN, launch NO-GO, operating-life ELEVATED. This sealed read is for the primary window, 22:45 UTC on 13 November to 00:00 UTC on 14 November, for a communications satellite mission. NO-GO is a recommendation to stand down; you may still fly, the risk then yours.

2. Findings

The lead finding is a propellant-conditioning hand on the upper stage [F1]: cryogenic and thermal margins under strain in chilldown, tank pressure, settling and boil-off, into insertion, coast and relight; the sealed vehicle facts (2026-11-06) give both stages liquid methane and oxygen. The day's governing clock sets the scale [F2]: a subsystem malfunction, tempered by margin. The vehicle-body indicator is stalled [F3]: a degraded subsystem at the staging joint, payload release mechanism, heat-shield finish or catch points, on hardware with no earlier flight reported in the brief's configuration facet (2026-11-13). The engine indicator has a sudden-cut hand closing on it [F4]: an engine trip on either stage, or a boostback or landing relight ending short. Payload release and first contact carry a blemish [F5]. Payload power and the command chain show a thin margin, a watch only [F6]. The ground-plant and regulator indicator is under a delaying hand [F7]; the brief's pending facet (2026-11-13) reports the licence modification unpublished. The endurance indicator points at slow decay at the low release orbit named in the brief's payload facet (2026-11-13) [F8]. Against these: full-strength margin and backups [F9], nothing adverse on the release instant [F10], no hidden-defect signal on any subsystem [F11], a confirming second-level check on airframe and engines [F12], deep fault-line markers held under the margin indicator [F13].

3. Timeline by phase

Before: the conditioning hand is past its peak and easing; inside the window it is tightest at the opening, 22:45 UTC, easing to the close [F1]. A hold at the flight director's GO verification reads short [F9]. Launch: phase word NO-GO; the release instant is unmarked [F10], while the hand on the engines tightens toward the window's close [F4]. Flight: staging and interfaces [F2][F3]; engines in ascent and at the booster landing burn and catch [F4][F7]; upper-stage burn, insertion and the payload deploy step [F1][F5]. Life: phase word ELEVATED. In operating life, about a day after T-0, the engine indicator is at its closest, where the brief's goal facet (2026-11-13) places the ship's return and catch [F4][F8]; payload power is a watch in commissioning [F6]. Payload service life: not read (no dated source).

4. What is clean

Pre-ignition is CLEAN. Nothing adverse stands on the release instant [F10]; no hidden-defect signal is attached [F11]; margin and backups are present [F9]; the second-level checks agree [F12][F13].

5. Insurance implications

Pre-ignition, exposure CLEAN: a second count or a licence slip is schedule, not an insurable event [F1][F7]. Launch, exposure NO-GO: upper-stage propellant management, engines on both stages, the staging joint and payload release, the booster catch [F1][F2][F3][F4][F5]. Operating life, exposure ELEVATED: first contact, payload power, decay at the low release orbit, the ship's re-entry and catch [F5][F6][F8].

6. Decision handed back

The desk advises; it does not decide. Your question: are the margins on upper-stage propellant conditioning, engine-out and the catches ones you accept in this window, or do you stand down? The decision is the launch team's and the insurer's.

Widening admitted: the call names 4 modes (a degraded subsystem; cryogenic and thermal margins; fluids and weather; ignition and combustion). The scope rank of these modes is not in the sealed values, so the grade point is not named.

10 RANKED INDICATORS

F1 · Propellant-conditioning hand on the upper stage's cryogenic methane and oxygen — FLIGHT · UPPER-STAGE PROPELLANT MANAGEMENT (SHIP TANKS, FEED LINES, ENGINE CHILL)

Temperature or pressure swings in loading that settle late; in flight an engine slow to chill in, unsettled propellant at a relight, or an early shutdown short of planned orbit.

meaning: Cryogenic and thermal margin under strain from loading through insertion, coast and relight · literal: Chilldown, tank pressure, settling and boil-off in the ship's tanks before each burn · qualitative: A count that may need a second run; a team waiting on conditioning to settle

F2 · The day's governing clock: a vehicle-interface period with a protecting sub-period — FLIGHT · VEHICLE INTERFACES AND SEPARATION SYSTEMS (WHOLE STACK)

The size of the day's trouble reads as a subsystem malfunction in ascent or return, held below the worst class by the protecting margin.

meaning: Sets how large any anomaly runs: interface and separation trouble, limited by margin · literal: Interfaces, separation events and stored propellant reserves carry the day's weight · qualitative: Programme in a refinement era; senior review and margin temper the scale

F3 · Vehicle body and interface indicator, stalled at a standstill

FLIGHT · VEHICLE STRUCTURE AND INTERFACES (STAGING JOINT, PAYLOAD BAY, HEAT SHIELD, CATCH HARDWARE)

A new-build stack underperforming under load: a staging or release event out of sequence, an actuator or tile fault found late, a shortfall against the planned orbit.

meaning: A degraded subsystem in the airframe, its joints or its heat-shield finish · literal: Staging joint, payload release mechanism, heat-shield tiles, the catch points · qualitative: Rework and re-checks on new-build hardware; a decision revisited late

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F4 · Engine and thrust indicator with a sudden-cut hand closing on it

FLIGHT · ENGINES ON BOTH STAGES (BOOSTER CLUSTER, SHIP ENGINES) AND THE CATCH ARMS

One engine shutting down early in ascent, a relight for boostback or landing that ends short, or a catch waved off; the remaining engines are the margin.

meaning: Ignition and engine-burn exposure: an engine trip or abrupt cut-off, margin present · literal: Raptor turbopumps and chambers on both stages; boostback, landing and deorbit burns · qualitative: Propulsion team pushing a first double recovery; an abort call taken fast

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F5 · Payload-release indicator: a sudden-release hand in the payload's own seat

LIFE · PAYLOAD RELEASE AND FIRST CONTACT (RELEASE MECHANISM, SATELLITES AT RELEASE)

A satellite slow to release, released tumbling, or quiet at first contact; a release event out of sequence in the deployment step.

meaning: Satellite release and first contact carry a blemish, with margin beside it · literal: Release mechanism, release attitude and the first signal home · qualitative: Deployment team working a release sequence on a second operational flight

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F6 · Payload power and launch-authority indicator, below full strength, no adverse hand

LIFE · PAYLOAD POWER AND THE COMMAND CHAIN

Power below plan in early commissioning, or a late change of test plan on the catches; noted as a weakness, not a blemish.

meaning: A thin margin in payload power and in command decisions; a watch only · literal: Satellite power generation after release; the command path for go and catch calls · qualitative: Launch director weighing two objectives; a catch decision that may change late

---

F7 · Ground-plant, regulator and public-mood indicator under a delaying hand

FLIGHT · PAD AND CATCH TOWER, REGULATORY APPROVAL, PUBLIC COMMUNICATIONS

A catch made conditional on pad readiness and waved off to water; a licence step arriving late; an anomaly leading the news in the hours after launch.

meaning: The receiving tower, the licence paper and the public story carry strain · literal: Pad readiness after liftoff, the tower arms, the return corridor over land · qualitative: Regulator's approval running late; the public account after launch carries the mark

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F8 · Endurance indicator sitting in the seat of loss and disposal LIFE · SATELLITES AT THE RELEASE ORBIT; SHIP COAST AND DISPOSAL

Orbit raising that runs long from a low drop-off, drag loss on a new batch, propellant boiled away across a long coast before the deorbit relight.

meaning: Slow decay at a low release orbit; long-duration reliability under watch · literal: Atmospheric drag on a fresh low batch; boil-off over the ship's long coast · qualitative: Operators nursing an orbit raise; disposal and licence discipline on the stage

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F9 · Margin and backup indicator, at full strength, reaching four key points FLIGHT · GUIDANCE, REDUNDANCY AND PERFORMANCE MARGIN

A hold that is short and recycles inside the window; an anomaly absorbed by spare engines or a backup path.

meaning: Redundancy, guidance backup and senior review are present and carry load · literal: Redundancy and spare performance wherever the stack carries them · qualitative: Chief engineer's conservative call; a review that catches an item in time

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F10 · Launch-moment indicator: nothing adverse standing on the release instant LAUNCH (IGNITION → SEPARATION) · THE STACK AT RELEASE

No indicator of trouble attaches to the release instant itself; exposure sits later, in ascent and return.

meaning: The attempt itself and the vehicle's identity at release read sound · literal: Hold-down release, tower clearance and first motion of the stack · qualitative: A team committed to the go; the attempt as an enterprise is coherent

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F11 · Hidden-defect indicator, present but attached to no active subsystem BEFORE · NONE ATTACHED

Noted for completeness; nothing in the read ties a concealed defect to the count or the flight.

meaning: No latent-contamination signal is tied to any subsystem in play · literal: No pointer to contaminated lines, clogged filters or a concealed material flaw · qualitative: No pointer to a skipped inspection or an unreported fault

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F12 · Second-level strength check on the airframe and engine indicators FLIGHT · STRUCTURE AND ENGINES (UNDERLYING INTEGRITY)

The airframe's stalled surface indicator is backed by a consistent underlying one; confirmation only, carrying no weight.

meaning: Underlying build quality of structure and engines reads consistent, as confirmation only · literal: Structure and engine hardware hold their character under sustained load · qualitative: Workmanship and build intent behind the hardware read coherent

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F13 · Deep fault-line markers, mostly held by the margin indicator FLIGHT · NONE ATTACHED

Recorded as a note: the sensitive points are held under the margin indicator and add no further finding.

meaning: Hidden-weakness points fall under the protecting indicator; a note, not a pattern · literal: No acute-stress marker lands on an unprotected piece of hardware · qualitative: The enterprise's hidden weak points sit with its strongest reviewer

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11 THE DECISION PACKAGE

Written for the launch team: three priced courses, read left to right: A fly at open, which is the cost of ignoring this advisory; B hold inside the window, no band of a lighter class; C stand down. One carries the mark; the call is the team's.

Three courses for this window: fly at the open as scheduled (A), hold inside the window (B), or stand down the window (C). No band in this window reads CLEAN and none is of a lighter class, so B is a hold and names no other band or clock.

DECIDE BY
planned T-0 2026-11-13 22:45 UTC

OWNER
the launch decision authority

DISPOSITION
stand down the window — the marked course (C); inside the window no band is of a lighter class, so a hold there names no move

WRONG IF

1. The mark sits on C because of the phases at the planned T-0 (pre-ignition CLEAN, launch NO-GO, operating life ELEVATED); the engine named B, and a fresh sealed read whose phases read otherwise would move the mark.
2. A reverified read that brings the launch phase down to CLEAN inside the window would move us to fly at the first opportunity.
3. A band of a lighter class appearing inside the window would make the slip a move to that band.

WATCH

1. no clean band and no band of a lighter class on this map; only a fresh sealed read of this window could name a move

Mark: the cover phases at the planned T-0 set the course: pre-ignition reads CLEAN, launch reads NO-GO, operating life reads ELEVATED.

A FLY AT OPEN

Fly at open, as scheduled. The cost of ignoring this advisory: the day call stands as sealed and nothing is moved. Log the call, keep the watch plan in force, re-open on a new packet.

ENGINE POSTURE
FLY AT OPEN

IF THE CALL IS WRONG
if the warning is wrong: the launch flies at T-0 on a clean day and the communications satellite worth ~$100 million to ~$500 million is delivered on schedule at no added cost.

IF THE CALL IS RIGHT
if the warning is right: the vehicle and a payload worth ~$100 million to ~$500 million are flown into the named anomaly, at loss.

FORECLOSES
Flying at open forecloses any hold or scrub once the vehicle leaves the pad, committing the full ~$100 million to ~$500 million to the ELEVATED launch phase.

REVERSIBILITY
None after commit; total until it.

B HOLD INSIDE THE WINDOW

No clean band in this window and no band is of a lighter class: every band carries the one class. A T-0 move inside the window buys time on the pad, never a lighter band. Priced in reversibility: one reversible move, no declaration; no band is a selection.

ENGINE POSTURE
HOLD INSIDE THE WINDOW — the engine's slip to the lightest band, no band of a lighter class

IF THE CALL IS WRONG
if the warning is wrong: the cost is window margin spent on the ground on a clean day, a small fraction of the ~$100 million to ~$500 million at stake.

IF THE CALL IS RIGHT
if the warning is right: the named anomaly at open is avoided and the cost is the margin spent on the ground, small against the ~$100 million to ~$500 million kept safe, though no lighter band is assured inside this window.

FORECLOSES
Holding inside the window forecloses a launch at open and narrows the remaining window for the ~$100 million to ~$500 million payload, while keeping both a later fly and a scrub available.

REVERSIBILITY
High: the window is still open; the hold can still end in a launch or in a scrub.

C STAND DOWN ◆

Stand down this window. Priced in reversibility: the window is given up, the sealed call is not revised, and the next window is re-filed on its own sealed text.

ENGINE POSTURE
STAND DOWN THE WINDOW

IF THE CALL IS WRONG
if the warning is wrong: the window is given up on a clean day, at the cost of the range slot, a pad recycle and the wait for the next published window, a small fraction of the ~$100 million to ~$500 million at stake.

IF THE CALL IS RIGHT
if the warning is right: the cost is a scrub's range slot and crew days while the adverse day is real, with the ~$100 million to ~$500 million vehicle and payload kept safe on the pad.

FORECLOSES
Standing down forecloses any launch in this window and commits the ~$100 million to ~$500 million payload to the next published window.

REVERSIBILITY
Low inside this window: a scrub is a new read, repriced.

HOUSE MARK

RECOMMENDED · ENGINE NAMED B, HELD AT THE HOUSE CLASS

Dollar figures in the cards carry a tilde (~): each is the engine's order-of-magnitude sizing of the money at stake, drawn from public ranges for the vehicle and the payload class; none is a ledger row, a price, or a figure for cover.

The house mark follows the cover phases at the planned T-0, which set the course: STAND DOWN. The decision engine named course B, held at the house course. The recommendation printed is C · STAND DOWN THE WINDOW. The call is the launch team's.

This package is the house's recommendation on the risk as sealed, not a verdict: the mission may still fly on the marked day if that risk is accepted. The call belongs to the underwriter, whose money is on the line, and to the launch team.

12 THE BAND PAGES — ONE PAGE PER BAND

Each page reads one band alone: its header, its house sentences where the house has filed them, its sentence, one bar per phase, the launch sequence as ticks, its minutes, its change against the planned-T-0 band and the band before it, and its named issues. A phase's bar carries that phase's class and signal; a step has no class or number of its own. NO-GO is the house's recommendation to stand down: the launch team and the underwriter may still fly, and the risk is theirs.

1 ★	2	3	4	5	6	7
16:45–16:55	16:56–17:06	17:07–17:17	17:18–17:28	17:29–17:40	17:41–17:52	17:53–18:00
ELEVATED RISK	ELEVATED RISK	ELEVATED RISK	ELEVATED RISK	ELEVATED RISK	ELEVATED RISK	ELEVATED RISK

Named issues register: each ref's literal, printed once. The band pages list the refs that sit outside CLEAN in each band.

REF	PHASE	LITERAL
F1	Launch	Chilldown, tank pressure, settling and boil-off in the ship's tanks before each burn
F2	Launch	Interfaces, separation events and stored propellant reserves carry the day's weight
F3	Launch	Staging joint, payload release mechanism, heat-shield tiles, the catch points
F4	Launch	Raptor turbopumps and chambers on both stages; boostback, landing and deorbit burns
F5	Operating life	Release mechanism, release attitude and the first signal home
F6	Operating life	Satellite power generation after release; the command path for go and catch calls
F7	Launch	Pad readiness after liftoff, the tower arms, the return corridor over land
F8	Operating life	Atmospheric drag on a fresh low batch; boil-off over the ship's long coast
F9	Launch	Redundancy and spare performance wherever the stack carries them
F10	Launch	Hold-down release, tower clearance and first motion of the stack
F11	Pre-ignition	No pointer to contaminated lines, clogged filters or a concealed material flaw
F12	Launch	Structure and engine hardware hold their character under sustained load
F13	Launch	No acute-stress marker lands on an unprotected piece of hardware

Band 1 of 7 ★ planned T-0 · 16:45–16:55 pad · 22:45–22:55Z · 11 min

ELEVATED RISK WINDOW CLASS

THE CHAIN IN THIS BAND · 32 STEPS

The band opens at 22:45Z and holds the planned T-0.

Segments in this band: pre-ignition CLEAN · launch NO-GO · operating life ELEVATED RISK.

> All three phases: Opens the window: no band before it to read against.
>
> All three phases: Holds the planned T-0 minute (22:45Z).

> **The house's read of this band · ELEVATED RISK**
>
> Engine relight and the tower catches carry the main exposure here: the booster's landing burn and both catches lean on Raptor ignition and combustion margins after staging, on a Block 3 stack with little flight history. The ship's cryogenic propellant and engine-chill margins through its long coast are the second exposure, and the 26-satellite release mechanism is where a slow or partial function would show. Late in the count the same thermal readings, or a weather constraint, can hold the clock inside the 75-minute window.
>
> Weather: Weather is a live exposure late in the count and on ascent: it would first show as a hold on a pad weather constraint or an upper-level wind limit, taking the form of a move of T-0 later in the 75-minute window or a slip to a later attempt. A marginal constraint accepted and flown through would carry the same exposure into the ascent.

IF FLOWN — THE NAMED MODE · BAND 1, LIFTOFF TO THE LAST STEP

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
SpaceX flight director verifies GO for launch	T-00:00:30	The cryogenic load and engine-chill readings are the exposed function at the final poll: a thermal reading slow to settle, or a weather constraint, would show as a no-go on the poll and a recycle to the hold point inside the window. The exposure at this step is to the clock; the heavier exposure sits after liftoff.	—
First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii	T+01:27:46	Ship 42's cryogenic propellant and engine-chill margins in coast are the exposure at this decision point: header-tank temperatures, propellant settling or a chill-in reading out of family ahead of a deorbit relight would show first, as would a ship engine or subsystem running degraded after ascent. The team would see it as a case for taking this early return option over the planned stay of about a day.	—
booster landing burn / catch	time not published	Ignition and combustion on the booster after hot staging is the heaviest named exposure in this band: Raptor relight for the boostback and landing burns, with an engine that fails to light or uneven thrust showing first in engine telemetry, and the tower arms as the second point. A catch waved off to a water landing is the form it would first take; the ship's ascent does not depend on the booster's outcome.	—
payload deploy demonstration	time not published	The release mechanism for the 26 satellites is where a degraded subsystem would show: a dispenser or bay door cycling slowly after the cold soak of early orbit, a release sequence running behind its timeline, or a satellite leaving late or with unplanned motion. Thermal margins on the mechanism are the thing to watch, and first contact with each satellite is the check.	—

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
splashdown or catch	time not published	The deorbit relight after a coast of about a day and the catch itself carry the exposure: cryogenic boil-off and engine chill before the burn, heat-shield thermal margins through entry, then Raptor relight for the landing burn and the tower arms. It would first show as a deorbit or landing-burn engine reading out of family or a catch waved off to a water landing; the conditions of that later hour are outside what this band reads.	—

Named issues on the flight with no single step named: F1 F2 F3 F4 F5 F6 F7 F8.

Each row is this band's own read of that step: what the read names if the vehicle is flown in this band, never a forecast that it happens. The F refs are the day read's named issues outside CLEAN in this band whose own text names the step; their literals are in the named-issues register.

Band 1 of 7 (16:45–16:55 pad) is rated ELEVATED RISK. Pre-ignition reads CLEAN (0.16); Launch reads NO-GO (0.90); Operating life reads ELEVATED RISK (0.36). This is the planned T-0 band (★). 8 named issues sit on a phase outside CLEAN.

PRE-IGNITION — **CLEAN 0.16**

SpaceX flight director verifies GO for launch T-00:00:30

LAUNCH — **NO-GO 0.90**

First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii T+01:27:46

booster landing burn / catch time not published

Launch, named issues with no step named: F1 F2 F3 F4 F7

OPERATING LIFE — **ELEVATED RISK 0.36**

payload deploy demonstration time not published splashdown or catch time not published

Operating life, named issues with no step named: F5 F6 F8

Ticks are the sequence steps. A step before T-0 sits under pre-ignition, a step from lift-off under launch, and a step after orbit is reached under operating life. A tag marks a named issue of the day read whose own text names that step; the steps carry no signal of their own.

Minute strip (sealed, UTC): 22:45–22:55 (11 min): Pre-ignition 0.16, Launch 0.90, Operating life 0.36.

Minutes by class: Pre-ignition CLEAN 11 min; Launch NO-GO 11 min; Operating life ELEVATED RISK 11 min.

This is the planned T-0 band, the reference for the other pages.

The first band of the window: there is no band before it to compare.

Named issues outside CLEAN: F1 F2 F3 F4 F5 F6 F7 F8 (each ref's literal is in the named-issues register at the head of the band pages).

Quiet in this band: Pre-ignition CLEAN: F11; Launch NO-GO: F9 F10 F12 F13.

Marked in this band: rocket, vehicle, payload · the day's named modes, filed the same on every band: a degraded subsystem; cryogenic and thermal margins; fluids and weather; ignition and combustion (what enters or leaves this band is in the change lines at the head of this page) · these bear on: the flight.

GRADING BAND 1: IF THE ACTUAL T-0 FALLS IN THIS BAND

How this band grades: this band is ELEVATED RISK. HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure.

GRADE KEY, EVERY CLASS:

> CLEAN — HIT on a clean flight (with or without a hold or delay) or a successful flight with risk on record · MISS on a flight with a named anomaly or a serious or catastrophic failure

> **ELEVATED RISK — HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure ◀ this band**

> NO-GO — HIT on a flight with a named anomaly or a serious or catastrophic failure · MISS on a clean flight (with or without a hold or delay) or a successful flight with risk on record

NO FLIGHT: NO BAND GRADES. A SCRUB GRADES THE DAY CALL, AS THE GRADING SECTION STATES.

Not sealed: a signal per step. The bar is one call for the whole phase; the steps carry no class or number.

Band 2 of 7 · 16:56–17:06 pad · 22:56–23:06Z · 11 min

ELEVATED RISK WINDOW CLASS

THE CHAIN IN THIS BAND · 32 STEPS

The band opens at 22:56Z.

Segments in this band: pre-ignition CLEAN · launch NO-GO · operating life ELEVATED RISK.

Pre-ignition: Unchanged from the band before: same class, same issues, same components; pre-ignition cover mean p 0.16 against 0.16, inside the 0.02 move that names a change.

Launch: Unchanged from the band before: same class, same issues, same components; launch cover mean p 0.90 against 0.90, inside the 0.02 move that names a change.

Operating life: Unchanged from the band before: same class, same issues, same components; operating-life cover mean p 0.36 against 0.36, inside the 0.02 move that names a change.

The house's read of this band · ELEVATED RISK

Propellant thermal conditioning and engine relight carry the exposure here: an engine slow to chill in or shutting down early during a burn on either stage, with the remaining engines carrying the load. The payload door and dispenser, the heat-shield surface and the tower catch hardware work below full margin at satellite release and on both returns. It reads the same as the band before, with the same items on the same parts of the vehicle.

Weather: Weather is a named exposure in this band at the pad and on ascent: it would first show as a hold in the count against a wind or cloud limit, or as T-0 moved later inside the launch window. The same exposure reaches the conditions needed at the tower for the two returns, where it would show as a catch waved off to a water landing.

IF FLOWN — THE NAMED MODE · BAND 2, LIFTOFF TO THE LAST STEP

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
SpaceX flight director verifies GO for launch	T-00:00:30	Propellant thermal conditioning on both stages is the exposure at the final poll: it would first show as a late hold while engine chill or propellant temperatures settle, or as T-0 moved later inside the launch window. If the count proceeds, this item is carried into flight.	—
First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii	T+01:27:46	Cryogenic and thermal margins on Ship 42 after its first coast: propellant settling and engine chill ahead of a deorbit relight are the exposed functions, first showing as chill-in or tank temperature readings outside the expected family and the return opportunity passed over. An engine lost during ascent would also be weighed at this point.	—
booster landing burn / catch	time not published	Ignition and combustion on Booster 22: engine relight for the landing burn is the exposed function, first showing as one or more engines not lighting or shutting down early during the burn, with the remaining engines taking the load. The tower arms and their sensors share the exposure, which would show as the catch waved off to a water landing.	—
payload deploy demonstration	time not published	A degraded subsystem on the ship's payload door and dispenser, working cold: it would first show as a satellite slow to leave the dispenser, the release sequence running long or pausing, or a mechanism reading outside its expected family. The satellites then carry a lighter form of the same item into first contact, pointing and array opening.	—

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
splashdown or catch	time not published	After a coast of about a day, the ship's exposure sits on three things at once: propellant condition for the landing-burn relight, the heat-shield surface and flaps working below full margin through entry, and the catch points at the tower. It would first show as engines slow to relight at the flip, entry temperatures above plan on part of the surface, or the tower catch waved off to a water landing.	—

Named issues on the flight with no single step named: F1 F2 F3 F4 F5 F6 F7 F8.

Each row is this band's own read of that step: what the read names if the vehicle is flown in this band, never a forecast that it happens. The F refs are the day read's named issues outside CLEAN in this band whose own text names the step; their literals are in the named-issues register.

Band 2 of 7 (16:56–17:06 pad) is rated ELEVATED RISK. Pre-ignition reads CLEAN (0.16); Launch reads NO-GO (0.90); Operating life reads ELEVATED RISK (0.36). Against band 1 ★: every phase holds its class. 8 named issues sit on a phase outside CLEAN.

PRE-IGNITION — **CLEAN 0.16** — = planned T-0

SpaceX flight director verifies GO for launch T-00:00:30

LAUNCH — **NO-GO 0.90** — = planned T-0

First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii T+01:27:46

booster landing burn / catch time not published

Launch, named issues with no step named: F1 F2 F3 F4 F7

OPERATING LIFE — **ELEVATED RISK 0.36** — = planned T-0

payload deploy demonstration time not published splashdown or catch time not published

Operating life, named issues with no step named: F5 F6 F8

Ticks are the sequence steps. A step before T-0 sits under pre-ignition, a step from lift-off under launch, and a step after orbit is reached under operating life. A tag marks a named issue of the day read whose own text names that step; the steps carry no signal of their own.

Minute strip (sealed, UTC): 22:56–23:06 (11 min): Pre-ignition 0.16, Launch 0.90, Operating life 0.36.

Minutes by class: Pre-ignition CLEAN 11 min; Launch NO-GO 11 min; Operating life ELEVATED RISK 11 min.

Against band 1 ★, the planned T-0: Pre-ignition 0.16 to 0.16 (unchanged); Launch 0.90 to 0.90 (unchanged); Operating life 0.36 to 0.36 (unchanged).

The band before is the planned T-0 band (band 1), so its change is the one above.

Named issues outside CLEAN: F1 F2 F3 F4 F5 F6 F7 F8 (each ref's literal is in the named-issues register at the head of the band pages).

Quiet in this band: Pre-ignition CLEAN: F11; Launch NO-GO: F9 F10 F12 F13.

Marked in this band: rocket, vehicle, payload · the day's named modes, filed the same on every band: a degraded subsystem; cryogenic and thermal margins; fluids and weather; ignition and combustion (what enters or leaves this band is in the change lines at the head of this page) · these bear on: the flight.

GRADING BAND 2: IF THE ACTUAL T-0 FALLS IN THIS BAND

How this band grades: this band is ELEVATED RISK. HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure.

GRADE KEY, EVERY CLASS:

> CLEAN — HIT on a clean flight (with or without a hold or delay) or a successful flight with risk on record · MISS on a flight with a named anomaly or a serious or catastrophic failure

> **ELEVATED RISK — HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure ◀ this band**

> NO-GO — HIT on a flight with a named anomaly or a serious or catastrophic failure · MISS on a clean flight (with or without a hold or delay) or a successful flight with risk on record

NO FLIGHT: NO BAND GRADES. A SCRUB GRADES THE DAY CALL, AS THE GRADING SECTION STATES.

Not sealed: a signal per step. The bar is one call for the whole phase; the steps carry no class or number.

Band 3 of 7 · 17:07–17:17 pad · 23:07–23:17Z · 11 min

ELEVATED RISK WINDOW CLASS

THE CHAIN IN THIS BAND · 32 STEPS

The band opens at 23:07Z.

Segments in this band: pre-ignition CLEAN · launch NO-GO · operating life ELEVATED RISK.

Against the band before (band 2):

Pre-ignition: opens on a state change.

Pre-ignition: cryogenic and thermal margins enters the pre-ignition cover, carried in 11 of 11 min at signal 0.04.

Pre-ignition: pre-ignition cover mean p 0.20 against 0.16 (+0.04); the move is carried by the pre-ignition signal.

Against the planned T-0 band (band 1):

Pre-ignition: cryogenic and thermal margins enters the pre-ignition cover, carried in 11 of 11 min at signal 0.04.

Pre-ignition: pre-ignition cover mean p 0.20 against 0.16 (+0.04); the move is carried by the pre-ignition signal.

Launch: Unchanged from the band before: same class, same issues, same components; launch cover mean p 0.91 against 0.90, inside the 0.02 move that names a change.

Operating life: Unchanged from the band before: same class, same issues, same components; operating-life cover mean p 0.36 against 0.36, inside the 0.02 move that names a change.

The house's read of this band · ELEVATED RISK

The ship's cryogenic propellant conditioning and engine chill carry the exposure here, riding through ascent into the long cold coast before relight, with the satellite release mechanism and the vehicle's interfaces and seals as the stubborn items that are slow to respond once they show. Engine ignition on booster and ship is exposed at each relight but well backed by margin. What changes from the minutes just before is that the weight moves off the guarded ascent and onto the cold side of the flight: the coast, the release in orbit and the return.

Weather: A weather or upper-level wind constraint at the launch site is the exposure named here; it would first show as a hold at the final poll and a liftoff moved later inside the window, or a slip to a later attempt. The loaded propellant's temperature limits tighten that margin the longer a hold runs.

IF FLOWN — THE NAMED MODE · BAND 3, LIFTOFF TO THE LAST STEP

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
SpaceX flight director verifies GO for launch	T-00:00:30	The exposure at the poll is the loaded cryogenic propellant and engine chill on both stages, with a weather or wind limit beside it: the team would first see a chill or propellant-temperature reading short of its limit, a hold in the last minute and a recycle that moves liftoff later inside the window. Backup margin is sound, so a hold of this kind reads as short; a ground-to-vehicle interface or seal that is slow to respond is the stubborn item if it extends.	—
First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii	T+01:27:46	By this checkpoint the ship's propellant has sat through its first cold stretch in orbit: the exposure is header-tank and feed-line thermal state and engine chill ahead of any relight, first seen as chill running slow or propellant not settled at the engine inlets. A degraded ship engine carried up from ascent would show here as thinner margin for a return burn, and it would weigh on the choice between an early return and the planned day in orbit.	—

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
booster landing burn / catch	time not published	Engine relight for the landing burn is the exposed function on the booster, with the tower arm machinery beside it: the team would first see fewer engines lit than planned or a burn that ends early, and the booster steered to a water landing instead of the tower. Margin on this function is sound, and the exposure is to the booster's return, not to the ship's climb.	—
payload deploy demonstration	time not published	This is where the band's unguarded exposure sits most: the payload door and release mechanism working cold in orbit, first seen as a door or dispenser moving slower than planned, a release sequence that runs long or stops part-way, or fewer than 26 satellites away. Satellites released low and slow to climb would be the later indication.	—
splashdown or catch	time not published	After about a day of cold coast the exposure is the ship's landing-burn relight on chilled header propellant and the fit between the ship and the tower arms, first seen as engine chill running slow, fewer engines lit, or the team choosing a water landing over the tower. A wind limit at the site is the weather side of the same exposure, and heat-shield and seal condition after entry is the item slowest to show.	—

Named issues on the flight with no single step named: F1 F2 F3 F4 F5 F6 F7 F8.

Each row is this band's own read of that step: what the read names if the vehicle is flown in this band, never a forecast that it happens. The F refs are the day read's named issues outside CLEAN in this band whose own text names the step; their literals are in the named-issues register.

Band 3 of 7 (17:07–17:17 pad) is rated ELEVATED RISK. Pre-ignition reads CLEAN (0.20); Launch reads NO-GO (0.91); Operating life reads ELEVATED RISK (0.36). Against band 1 ★: every phase holds its class. 8 named issues sit on a phase outside CLEAN.

PRE-IGNITION — **CLEAN 0.20** — up 0.04 vs ★

SpaceX flight director verifies GO for launch T-00:00:30

LAUNCH — **NO-GO 0.91** — up 0.01 vs ★

First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii T+01:27:46

booster landing burn / catch time not published

Launch, named issues with no step named: F1 F2 F3 F4 F7

OPERATING LIFE — **ELEVATED RISK 0.36** — = planned T-0

payload deploy demonstration time not published splashdown or catch time not published

Operating life, named issues with no step named: F5 F6 F8

Ticks are the sequence steps. A step before T-0 sits under pre-ignition, a step from lift-off under launch, and a step after orbit is reached under operating life. A tag marks a named issue of the day read whose own text names that step; the steps carry no signal of their own.

Minute strip (sealed, UTC): 23:07–23:17 (11 min): Pre-ignition 0.20, Launch 0.91, Operating life 0.36.

Minutes by class: Pre-ignition CLEAN 11 min; Launch NO-GO 11 min; Operating life ELEVATED RISK 11 min.

Against band 1 ★, the planned T-0: Pre-ignition 0.16 to 0.20 (up 0.04); Launch 0.90 to 0.91 (up 0.01); Operating life 0.36 to 0.36 (unchanged).

Against band 2 (the band before): Pre-ignition 0.16 to 0.20 (up 0.04); Launch 0.90 to 0.91 (up 0.01); Operating life 0.36 to 0.36 (unchanged).

Named issues outside CLEAN: F1 F2 F3 F4 F5 F6 F7 F8 (each ref's literal is in the named-issues register at the head of the band pages).

Quiet in this band: Pre-ignition CLEAN: F11; Launch NO-GO: F9 F10 F12 F13.

Marked in this band: rocket, vehicle, payload · the day's named modes, filed the same on every band: a degraded subsystem; cryogenic and thermal margins; fluids and weather; ignition and combustion (what enters or leaves this band is in the change lines at the head of this page) · these bear on: the flight.

GRADING BAND 3: IF THE ACTUAL T-0 FALLS IN THIS BAND

How this band grades: this band is ELEVATED RISK. HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure.

GRADE KEY, EVERY CLASS:

CLEAN — HIT on a clean flight (with or without a hold or delay) or a successful flight with risk on record · MISS on a flight with a named anomaly or a serious or catastrophic failure

ELEVATED RISK — HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure ◄ this band

NO-GO — HIT on a flight with a named anomaly or a serious or catastrophic failure · MISS on a clean flight (with or without a hold or delay) or a successful flight with risk on record

NO FLIGHT: NO BAND GRADES. A SCRUB GRADES THE DAY CALL, AS THE GRADING SECTION STATES.

Not sealed: a signal per step. The bar is one call for the whole phase; the steps carry no class or number.

Band 4 of 7 · 17:18–17:28 pad · 23:18–23:28Z · 11 min

ELEVATED RISK WINDOW CLASS

THE CHAIN IN THIS BAND · 32 STEPS

The band opens at 23:18Z.

Segments in this band: pre-ignition CLEAN · launch NO-GO · operating life ELEVATED RISK.

Pre-ignition: Unchanged from the band before: same class, same issues, same components; pre-ignition cover mean p 0.20 against 0.20, inside the 0.02 move that names a change.

Launch: Unchanged from the band before: same class, same issues, same components; launch cover mean p 0.90 against 0.91, inside the 0.02 move that names a change.

Operating life: Unchanged from the band before: same class, same issues, same components; operating-life cover mean p 0.36 against 0.36, inside the 0.02 move that names a change.

Against the planned T-0 band (band 1):

Pre-ignition: cryogenic and thermal margins enters the pre-ignition cover, carried in 11 of 11 min at signal 0.04.

Pre-ignition: pre-ignition cover mean p 0.20 against 0.16 (+0.04); the move is carried by the pre-ignition signal.

The house's read of this band · ELEVATED RISK

Cold propellant conditioning on the Raptor engines and the ship's long coast before its relights carry the exposure here, alongside a degraded-subsystem exposure on the ship's body and on the Starlink dispenser at release, and a weather or range hold in the count. It reads the same as the band before, with the same issues on the same parts of the vehicle.

Weather: A fluid and weather exposure is carried in this band. It would first show in the count as a hold on a pad weather or upper-level wind limit, or as a move of liftoff later in the window, and if flown through it rides with the cold propellant margins into ascent.

IF FLOWN — THE NAMED MODE · BAND 4, LIFTOFF TO THE LAST STEP

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
SpaceX flight director verifies GO for launch	T-00:00:30	The exposure at this poll is cold propellant conditioning and weather: engine chill-in or propellant temperature readings out of family on the 33 booster Raptors, or a pad wind or upper-level wind limit. The team would first see a hold at the poll and a recycle that moves liftoff later in the window.	—
First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii	T+01:27:46	By this checkpoint the ship has flown its ascent burn and begun its coast, so the exposure is the cold carried through flight. It would show as a ship Raptor shutting down early in the ascent burn and leaving the orbit short, or as propellant temperatures and engine chill-in out of family ahead of a relight. The team would see thermal readings off their curve and face a decision to take the early return path instead of continuing.	—
booster landing burn / catch	time not published	Ignition and combustion on the booster. The exposure is the relight of the centre engines for the landing burn after boostback, where an engine that lights late or shuts down early would first show as an engine-out indication at burn start. The tower catch would then be waved off to a water landing.	—
payload deploy demonstration	time not published	A degraded-subsystem and cold-margin exposure on the Starlink dispenser and its door after cold soak in orbit. A mechanism that moves slowly or stalls would show as a satellite missing its timed slot, or as the batch leaving only in part. If a ship engine underperformed in ascent, the release would also come at a lower orbit than planned.	—

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
splashdown or catch	time not published	Ship 42's return carries two exposures. One is a degraded subsystem on the vehicle body, shown as heat-shield tile or flap temperatures out of family during entry. The other is ignition after a day-long cold soak, shown as a slow or incomplete engine relight at the landing flip. Either would first show as a wave-off of the tower catch to a water landing.	—

Named issues on the flight with no single step named: F1 F2 F3 F4 F5 F6 F7 F8.

Each row is this band's own read of that step: what the read names if the vehicle is flown in this band, never a forecast that it happens. The F refs are the day read's named issues outside CLEAN in this band whose own text names the step; their literals are in the named-issues register.

Band 4 of 7 (17:18–17:28 pad) is rated ELEVATED RISK. Pre-ignition reads CLEAN (0.20); Launch reads NO-GO (0.90); Operating life reads ELEVATED RISK (0.36). Against band 1 ★: every phase holds its class. 8 named issues sit on a phase outside CLEAN.

PRE-IGNITION — **CLEAN 0.20** — up 0.04 vs ★

SpaceX flight director verifies GO for launch T-00:00:30

LAUNCH — **NO-GO 0.90** — = planned T-0

First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii T+01:27:46

booster landing burn / catch time not published

Launch, named issues with no step named: F1 F2 F3 F4 F7

OPERATING LIFE — **ELEVATED RISK 0.36** — = planned T-0

payload deploy demonstration time not published splashdown or catch time not published

Operating life, named issues with no step named: F5 F6 F8

Ticks are the sequence steps. A step before T-0 sits under pre-ignition, a step from lift-off under launch, and a step after orbit is reached under operating life. A tag marks a named issue of the day read whose own text names that step; the steps carry no signal of their own.

Minute strip (sealed, UTC): 23:18–23:19 (2 min): Pre-ignition 0.20, Launch 0.91, Operating life 0.36; 23:20–23:28 (9 min): Pre-ignition 0.20, Launch 0.90, Operating life 0.36.

Minutes by class: Pre-ignition CLEAN 11 min; Launch NO-GO 11 min; Operating life ELEVATED RISK 11 min.

Against band 1 ★, the planned T-0: Pre-ignition 0.16 to 0.20 (up 0.04); Launch 0.90 to 0.90 (unchanged); Operating life 0.36 to 0.36 (unchanged).

Against band 3 (the band before): Pre-ignition 0.20 to 0.20 (unchanged); Launch 0.91 to 0.90 (down 0.01); Operating life 0.36 to 0.36 (unchanged).

Named issues outside CLEAN: F1 F2 F3 F4 F5 F6 F7 F8 (each ref's literal is in the named-issues register at the head of the band pages).

Quiet in this band: Pre-ignition CLEAN: F11; Launch NO-GO: F9 F10 F12 F13.

Marked in this band: rocket, vehicle, payload · the day's named modes, filed the same on every band: a degraded subsystem; cryogenic and thermal margins; fluids and weather; ignition and combustion (what enters or leaves this band is in the change lines at the head of this page) · these bear on: the flight.

GRADING BAND 4: IF THE ACTUAL T-0 FALLS IN THIS BAND

How this band grades: this band is ELEVATED RISK. HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure.

GRADE KEY, EVERY CLASS:

> CLEAN — HIT on a clean flight (with or without a hold or delay) or a successful flight with risk on record · MISS on a flight with a named anomaly or a serious or catastrophic failure

> **ELEVATED RISK — HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure ◀ this band**

> NO-GO — HIT on a flight with a named anomaly or a serious or catastrophic failure · MISS on a clean flight (with or without a hold or delay) or a successful flight with risk on record

NO FLIGHT: NO BAND GRADES. A SCRUB GRADES THE DAY CALL, AS THE GRADING SECTION STATES.

Not sealed: a signal per step. The bar is one call for the whole phase; the steps carry no class or number.

Band 5 of 7 · 17:29–17:40 pad · 23:29–23:40Z · 12 min

ELEVATED RISK WINDOW CLASS

THE CHAIN IN THIS BAND · 32 STEPS

The band opens at 23:29Z.

Segments in this band: pre-ignition CLEAN · launch NO-GO · operating life ELEVATED RISK.

Pre-ignition: Unchanged from the band before: same class, same issues, same components; pre-ignition cover mean p 0.20 against 0.20, inside the 0.02 move that names a change.

Operating life: Unchanged from the band before: same class, same issues, same components; operating-life cover mean p 0.36 against 0.36, inside the 0.02 move that names a change.

Against the planned T-0 band (band 1):

Pre-ignition: cryogenic and thermal margins enters the pre-ignition cover, carried in 12 of 12 min at signal 0.04.

Pre-ignition: pre-ignition cover mean p 0.20 against 0.16 (+0.04); the move is carried by the pre-ignition signal.

Launch: contamination or debris enters the launch cover on the rocket component, carried in 1 of 12 min at signal 0.11.

Against the band before (band 4):

Launch: opens on a state change.

Launch: contamination or debris enters the launch cover on the rocket component, carried in 1 of 12 min at signal 0.11.

The house's read of this band · ELEVATED RISK

The ship's body and its interfaces carry the main exposure here as a degraded subsystem: the staging joint, the payload door and dispenser, and the tower catch fittings. Beside it sit cryogenic and thermal margins on the upper stage through its long coast and engine relights, and an ignition and combustion exposure at booster and ship engine start. Against the stretch before, the background emphasis moves off the vehicle body and onto ignition, the engine section and the propellant feed.

Weather: This band carries a weather exposure in the count and on ascent: it would first show as a hold against a pad or upper-level wind limit, or a T-0 moved later in the window, with a slip to a later attempt if the limit does not clear. If the count is flown through it, the same cold-and-fluid margin travels with the upper stage.

IF FLOWN — THE NAMED MODE · BAND 5, LIFTOFF TO THE LAST STEP

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
SpaceX flight director verifies GO for launch	T-00:00:30	The last poll carries the cryogenic and weather exposure: propellant temperature or engine chill readings out of family, or a pad or upper-level wind limit, would show first as a hold at this poll and a T-0 moved later in the window. Just behind it sits the ignition exposure on the booster's 33 engines, which would show as an engine failing to reach thrust at start-up.	—
First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii	T+01:27:46	By this checkpoint the ship is coasting, and the exposure is the condition of its cold propellant and the health of any degraded unit on board. It would show as tank temperature or settling readings drifting from plan, or an engine already lost in ascent, weighed in the choice between the early return and the full-length flight.	—
booster landing burn / catch	time not published	The booster's engine relights for boostback and landing carry the ignition and combustion exposure, first seen as fewer engines lit than planned or an early shutdown in the landing burn. The tower-catch interface carries a degraded-subsystem exposure, first seen as the booster diverted from the tower to a water landing.	—

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
payload deploy demonstration	time not published	The payload door and dispenser carry a degraded-subsystem exposure, sharpened by cold-soak of the mechanism. It would show as a door or dispenser cycle running slow or stopping part-way, with the release of the 26 satellites running long or left incomplete.	—
splashdown or catch	time not published	Read here as the ship's return: after about a day of cold soak, its deorbit-burn relight and heat shield carry the cryogenic and thermal exposure, and this late step is where the engine-relight exposure is heaviest in this read. It would show as chill or propellant-settling readings off plan before the burn, or the ship directed to a water landing in place of the tower catch; unlike the booster's return minutes after liftoff, the ship arrives with a long cold coast and entry heating behind it.	—

Named issues on the flight with no single step named: F1 F2 F3 F4 F5 F6 F7 F8.

Each row is this band's own read of that step: what the read names if the vehicle is flown in this band, never a forecast that it happens. The F refs are the day read's named issues outside CLEAN in this band whose own text names the step; their literals are in the named-issues register.

Band 5 of 7 (17:29–17:40 pad) is rated ELEVATED RISK. Pre-ignition reads CLEAN (0.20); Launch reads NO-GO (0.90); Operating life reads ELEVATED RISK (0.36). Against band 1 ★: every phase holds its class. 8 named issues sit on a phase outside CLEAN.

PRE-IGNITION — **CLEAN 0.20** — up 0.04 vs ★

SpaceX flight director verifies GO for launch T-00:00:30

LAUNCH — **NO-GO 0.90** — = planned T-0

First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii T+01:27:46

booster landing burn / catch time not published

Launch, named issues with no step named: F1 F2 F3 F4 F7

OPERATING LIFE — **ELEVATED RISK 0.36** — = planned T-0

payload deploy demonstration time not published splashdown or catch time not published

Operating life, named issues with no step named: F5 F6 F8

Ticks are the sequence steps. A step before T-0 sits under pre-ignition, a step from lift-off under launch, and a step after orbit is reached under operating life. A tag marks a named issue of the day read whose own text names that step; the steps carry no signal of their own.

Minute strip (sealed, UTC): 23:29–23:39 (11 min): Pre-ignition 0.20, Launch 0.90, Operating life 0.36; 23:40: Pre-ignition 0.20, Launch 0.92, Operating life 0.36.

Minutes by class: Pre-ignition CLEAN 12 min; Launch NO-GO 12 min; Operating life ELEVATED RISK 12 min.

Against band 1 ★, the planned T-0: Pre-ignition 0.16 to 0.20 (up 0.04); Launch 0.90 to 0.90 (unchanged); Operating life 0.36 to 0.36 (unchanged).

Against band 4 (the band before): Pre-ignition 0.20 to 0.20 (unchanged); Launch 0.90 to 0.90 (unchanged); Operating life 0.36 to 0.36 (unchanged).

Named issues outside CLEAN: F1 F2 F3 F4 F5 F6 F7 F8 (each ref's literal is in the named-issues register at the head of the band pages).

Quiet in this band: Pre-ignition CLEAN: F11; Launch NO-GO: F9 F10 F12 F13.

Marked in this band: rocket, vehicle, payload · the day's named modes, filed the same on every band: a degraded subsystem; cryogenic and thermal margins; fluids and weather; ignition and combustion (what enters or leaves this band is in the change lines at the head of this page) · these bear on: the flight.

GRADING BAND 5: IF THE ACTUAL T-0 FALLS IN THIS BAND

How this band grades: this band is ELEVATED RISK. HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure.

GRADE KEY, EVERY CLASS:

> CLEAN — HIT on a clean flight (with or without a hold or delay) or a successful flight with risk on record · MISS on a flight with a named anomaly or a serious or catastrophic failure

> **ELEVATED RISK — HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure ◀ this band**

> NO-GO — HIT on a flight with a named anomaly or a serious or catastrophic failure · MISS on a clean flight (with or without a hold or delay) or a successful flight with risk on record

NO FLIGHT: NO BAND GRADES. A SCRUB GRADES THE DAY CALL, AS THE GRADING SECTION STATES.

Not sealed: a signal per step. The bar is one call for the whole phase; the steps carry no class or number.

Band 6 of 7 · 17:41–17:52 pad · 23:41–23:52Z · 12 min

ELEVATED RISK WINDOW CLASS

THE CHAIN IN THIS BAND · 32 STEPS

The band opens at 23:41Z.

Segments in this band: pre-ignition CLEAN · launch NO-GO · operating life CLEAN.

Against the band before (band 5):

All three phases: opens on a state change.

All three phases: payload, blemished in the band before and fine here, marked in 12 of 12 min.

Launch: launch cover mean p 0.94 against 0.90 (+0.04); the move is carried by the in-flight signal.

Operating life: reads clean where it read elevated, so the class line is crossed.

Operating life: a sudden event leaves the operating-life cover on the payload component; the band before carried it in 12 of 12 min.

Operating life: operating-life cover mean p 0.28 against 0.36 (-0.08); the move is carried by the operating-life signal.

Against the planned T-0 band (band 1):

Pre-ignition: cryogenic and thermal margins enters the pre-ignition cover on the launch component, carried in 12 of 12 min at signal 0.04.

All three phases: payload, blemished in the band before and fine here, marked in 12 of 12 min.

Pre-ignition: pre-ignition cover mean p 0.20 against 0.16 (+0.04); the move is carried by the pre-ignition signal.

Launch: contamination or debris enters the launch cover on the rocket component, carried in 12 of 12 min at signal 0.11.

Launch: launch cover mean p 0.94 against 0.90 (+0.04); the move is carried by the in-flight signal.

Operating life: reads clean where it read elevated, so the class line is crossed.

Operating life: a sudden event leaves the operating-life cover on the payload component; the planned T-0 band carried it in 11 of 11 min.

Operating life: operating-life cover mean p 0.28 against 0.36 (-0.08); the move is carried by the operating-life signal.

The house's read of this band · ELEVATED RISK

The vehicle's own structure, interfaces and mechanisms hold the thinnest margin at this late slot of the window: hardware that passes its checks yet answers slowly under load, with the cold-side condition of the propellant carried past liftoff into the ship's burn, its coast and the engine relights both stages need to come back to the tower. By this point the exposure has moved onto the vehicle body itself and the booster's return is the event it bears on most, while the last link in the count has passed to the guidance, data and satellite-release chain, which reads sound.

Weather: A weather or range constraint remains exposed at the pad in this late slot: it would first show as a hold in the final minutes on a wind, cloud or lightning limit or on an upper-level wind check, and with little of the window left a hold turns into a slip to a later attempt. Winds at the tower for the two returns are a second check the same exposure reaches.

IF FLOWN — THE NAMED MODE · BAND 6, LIFTOFF TO THE LAST STEP

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
SpaceX flight director verifies GO for launch	T-00:00:30	The exposure at the final poll is on propellant and engine thermal condition and on the ground data picture: an engine-chill or propellant-temperature reading for the booster's 33 engines drifting out of family, or a weather or range limit called late. It would first show as a hold at or just after the poll; with the window nearly spent and the propellant warming, there is little room to recycle.	—

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii	T+01:27:46	On orbit the exposure sits with Ship 42's propellant condition in coast and with any ship system running below plan after ascent: boil-off or temperature drift in the tanks that feed the later burns, or one engine or mechanism reading out of family. It would first show at this checkpoint as a propellant-margin or thermal reading that leads the team to take the early return north of Hawaii instead of the day-long stay.	—
booster landing burn / catch	time not published	This is the step the band bears on most. The exposure is on Booster 22's engine relight and engine thermal conditioning for the boostback and landing burns and on the vehicle's readiness in the last seconds at the tower; it would first show as an engine that does not light or shuts down early, a thrust shortfall in the landing burn, and a divert to a water landing in place of the catch.	—
payload deploy demonstration	time not published	No named exposure on the 26 satellites themselves in this band. What the step carries is on the ship side: a release mechanism or door that runs slower than plan, or a release orbit a little low if the ascent came up short; it would first show as a paused or stretched release sequence.	—
splashdown or catch	time not published	For Ship 42 the exposure is the engine relight after nearly a day of coast and the vehicle body after entry: propellant that has warmed or shifted in the tanks, a deorbit or landing burn that starts late or delivers less thrust, flaps or tiles answering below plan. It differs from the booster's return in that the long coast, not the launch-day cold, sets the condition; it would first show as a burn out of family and a decision for the ocean splashdown instead of the tower.	—

Named issues on the flight with no single step named: F1 F2 F3 F4 F7.

Each row is this band's own read of that step: what the read names if the vehicle is flown in this band, never a forecast that it happens. The F refs are the day read's named issues outside CLEAN in this band whose own text names the step; their literals are in the named-issues register.

Band 6 of 7 (17:41–17:52 pad) is rated ELEVATED RISK. Pre-ignition reads CLEAN (0.20); Launch reads NO-GO (0.94); Operating life reads CLEAN (0.28). Against band 1 ★: Operating life moves from ELEVATED RISK to CLEAN. 5 named issues sit on a phase outside CLEAN.

PRE-IGNITION — **CLEAN 0.20** — up 0.04 vs ★

SpaceX flight director verifies GO for launch T-00:00:30

LAUNCH — **NO-GO 0.94** — up 0.04 vs ★

First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii T+01:27:46

booster landing burn / catch time not published

Launch, named issues with no step named: F1 F2 F3 F4 F7

OPERATING LIFE — **CLEAN 0.28** — down 0.08 vs ★

payload deploy demonstration time not published splashdown or catch time not published

Ticks are the sequence steps. A step before T-0 sits under pre-ignition, a step from lift-off under launch, and a step after orbit is reached under operating life. A tag marks a named issue of the day read whose own text names that step; the steps carry no signal of their own.

Minute strip (sealed, UTC): 23:41–23:52 (12 min): Pre-ignition 0.20, Launch 0.94, Operating life 0.28.

Minutes by class: Pre-ignition CLEAN 12 min; Launch NO-GO 12 min; Operating life CLEAN 12 min.

Against band 1 ★, the planned T-0: Pre-ignition 0.16 to 0.20 (up 0.04); Launch 0.90 to 0.94 (up 0.04); Operating life 0.36 to 0.28 (down 0.08), class ELEVATED RISK to CLEAN.

Against band 5 (the band before): Pre-ignition 0.20 to 0.20 (unchanged); Launch 0.90 to 0.94 (up 0.04); Operating life 0.36 to 0.28 (down 0.08), class ELEVATED RISK to CLEAN.

Named issues outside CLEAN: F1 F2 F3 F4 F7 (each ref's literal is in the named-issues register at the head of the band pages).

Quiet in this band: Pre-ignition CLEAN: F11; Launch NO-GO: F9 F10 F12 F13; Operating life CLEAN: F5 F6 F8.

Marked in this band: rocket, vehicle · the day's named modes, filed the same on every band: a degraded subsystem; cryogenic and thermal margins; fluids and weather; ignition and combustion (what enters or leaves this band is in the change lines at the head of this page) · these bear on: the flight.

GRADING BAND 6: IF THE ACTUAL T-0 FALLS IN THIS BAND

How this band grades: this band is ELEVATED RISK. HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure.

GRADE KEY, EVERY CLASS:

> CLEAN — HIT on a clean flight (with or without a hold or delay) or a successful flight with risk on record · MISS on a flight with a named anomaly or a serious or catastrophic failure

> **ELEVATED RISK — HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure ◄ this band**

> NO-GO — HIT on a flight with a named anomaly or a serious or catastrophic failure · MISS on a clean flight (with or without a hold or delay) or a successful flight with risk on record

NO FLIGHT: NO BAND GRADES. A SCRUB GRADES THE DAY CALL, AS THE GRADING SECTION STATES.

Not sealed: a signal per step. The bar is one call for the whole phase; the steps carry no class or number.

Band 7 of 7 · 17:53–18:00 pad · 23:53–00:00Z · 8 min

ELEVATED RISK WINDOW CLASS

THE CHAIN IN THIS BAND · 32 STEPS

The band opens at 23:53Z.

Segments in this band: pre-ignition CLEAN · launch NO-GO · operating life CLEAN.

Pre-ignition: Unchanged from the band before: same class, same issues, same components; pre-ignition cover mean p 0.21 against 0.20, inside the 0.02 move that names a change.

Launch: Unchanged from the band before: same class, same issues, same components; launch cover mean p 0.94 against 0.94, inside the 0.02 move that names a change.

Operating life: Unchanged from the band before: same class, same issues, same components; operating-life cover mean p 0.28 against 0.28, inside the 0.02 move that names a change.

Against the planned T-0 band (band 1):

Pre-ignition: cryogenic and thermal margins enters the pre-ignition cover on the launch component, carried in 8 of 8 min at signal 0.05.

All three phases: payload, blemished in the band before and fine here, marked in 8 of 8 min.

Pre-ignition: pre-ignition cover mean p 0.21 against 0.16 (+0.05); the move is carried by the pre-ignition signal.

Launch: contamination or debris enters the launch cover on the rocket component, carried in 8 of 8 min at signal 0.11.

Launch: launch cover mean p 0.94 against 0.90 (+0.04); the move is carried by the in-flight signal.

Operating life: reads clean where it read elevated, so the class line is crossed.

Operating life: a sudden event leaves the operating-life cover on the payload component; the planned T-0 band carried it in 11 of 11 min.

Operating life: operating-life cover mean p 0.28 against 0.36 (-0.08); the move is carried by the operating-life signal.

The house's read of this band · ELEVATED RISK

The ship's own structure and mechanisms, meaning its thermal protection, bay door and dispenser, and tower-catch fittings, carry the main exposure as hardware that is sound in build but slow to respond when called on in flight. Thin cryogenic margin on engine chill and relight sits beside it, for the booster's landing burn and the ship's later burns, while the satellites themselves read sound. This reads the same as the band before, with the same issues on the same parts.

Weather: A late hold on an upper-level wind or range weather constraint is exposed in the final count, and with the window nearly spent it would show as a slip to a later attempt. If the count runs through, the weather and propellant-conditioning margin is carried into ascent as accepted risk.

IF FLOWN — THE NAMED MODE · BAND 7, LIFTOFF TO THE LAST STEP

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
SpaceX flight director verifies GO for launch	T-00:00:30	Propellant conditioning and engine chill on both stages carry the exposure at the final poll, together with the weather call. The team would first see a late no-go or an extended hold from the propellant or weather position, and this close to the end of the window a hold leaves no room to recycle the count.	—
First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii	T+01:27:46	The ship's health after ascent is what is weighed here. A degraded ship subsystem, or an engine that shut down early on the way up as on the previous flight, would show as reduced propellant or thermal margin for the later relights, and the team would be deciding whether to take this early return opportunity instead of the full day-long flight.	—

STEP	WHEN	THE NAMED MODE AT THIS STEP, IF FLOWN IN THIS BAND	DAY-READ ISSUES
booster landing burn / catch	time not published	Engine chill and relight for the landing burn carry the exposure, with the catch hardware on the booster and tower second. It would first show as fewer engines lighting or holding thrust than commanded after the boostback, and the booster being sent to a water landing instead of the tower.	—
payload deploy demonstration	time not published	The satellites themselves read sound in this band. The exposure at this step is on the ship's side: a bay door and dispenser mechanism working slowly or stopping part-way in the cold, and a release orbit lower than planned if the ascent fell short. The team would first see the release sequence running long.	—
splashdown or catch	time not published	The ship's thermal protection, flaps and catch fittings carry the heaviest exposure of the flight here, with cryogenic propellant held for most of a day feeding the landing-burn relight. It would first show as hot spots or lost tiles on entry, sluggish flap response, or engines slow to light for the flip, and a tower catch waved off to a water landing.	—

Named issues on the flight with no single step named: F1 F2 F3 F4 F7.

Each row is this band's own read of that step: what the read names if the vehicle is flown in this band, never a forecast that it happens. The F refs are the day read's named issues outside CLEAN in this band whose own text names the step; their literals are in the named-issues register.

Band 7 of 7 (17:53–18:00 pad) is rated ELEVATED RISK. Pre-ignition reads CLEAN (0.21); Launch reads NO-GO (0.94); Operating life reads CLEAN (0.28). Against band 1 ★: Operating life moves from ELEVATED RISK to CLEAN. 5 named issues sit on a phase outside CLEAN.

PRE-IGNITION — **CLEAN 0.21** — up 0.05 vs ★

SpaceX flight director verifies GO for launch T-00:00:30

LAUNCH — **NO-GO 0.94** — up 0.04 vs ★

First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii T+01:27:46

booster landing burn / catch time not published

Launch, named issues with no step named: F1 F2 F3 F4 F7

OPERATING LIFE — **CLEAN 0.28** — down 0.08 vs ★

payload deploy demonstration time not published splashdown or catch time not published

Ticks are the sequence steps. A step before T-0 sits under pre-ignition, a step from lift-off under launch, and a step after orbit is reached under operating life. A tag marks a named issue of the day read whose own text names that step; the steps carry no signal of their own.

Minute strip (sealed, UTC): 23:53: Pre-ignition 0.20, Launch 0.94, Operating life 0.28; 23:54–00:00 (7 min): Pre-ignition 0.21, Launch 0.94, Operating life 0.28.

Minutes by class: Pre-ignition CLEAN 8 min; Launch NO-GO 8 min; Operating life CLEAN 8 min.

Against band 1 ★, the planned T-0: Pre-ignition 0.16 to 0.21 (up 0.05); Launch 0.90 to 0.94 (up 0.04); Operating life 0.36 to 0.28 (down 0.08), class ELEVATED RISK to CLEAN.

Against band 6 (the band before): Pre-ignition 0.20 to 0.21 (up 0.01); Launch 0.94 to 0.94 (unchanged); Operating life 0.28 to 0.28 (unchanged).

Named issues outside CLEAN: F1 F2 F3 F4 F7 (each ref's literal is in the named-issues register at the head of the band pages).

Quiet in this band: Pre-ignition CLEAN: F11; Launch NO-GO: F9 F10 F12 F13; Operating life CLEAN: F5 F6 F8.

Marked in this band: rocket, vehicle, launch · the day's named modes, filed the same on every band: a degraded subsystem; cryogenic and thermal margins; fluids and weather; ignition and combustion (what enters or leaves this band is in the change lines at the head of this page) · these bear on: the flight.

GRADING BAND 7: IF THE ACTUAL T-0 FALLS IN THIS BAND

How this band grades: this band is ELEVATED RISK. HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure.

GRADE KEY, EVERY CLASS:

> CLEAN — HIT on a clean flight (with or without a hold or delay) or a successful flight with risk on record · MISS on a flight with a named anomaly or a serious or catastrophic failure

> **ELEVATED RISK — HIT on a successful flight with risk on record or a flight with a named anomaly · MISS on a clean flight (with or without a hold or delay) or a serious or catastrophic failure ◀ this band**

> NO-GO — HIT on a flight with a named anomaly or a serious or catastrophic failure · MISS on a clean flight (with or without a hold or delay) or a successful flight with risk on record

NO FLIGHT: NO BAND GRADES. A SCRUB GRADES THE DAY CALL, AS THE GRADING SECTION STATES.

Not sealed: a signal per step. The bar is one call for the whole phase; the steps carry no class or number.

03 · WHAT IT MEANS

§ 13–14

13 THE STAKES — ORDER OF MAGNITUDE BY PHASE

Pre-ignition (count · pad)

EXPOSURE
clean

COMPONENTS
propellant loading and chilldown (watch only), count and final polls, regulatory approval (schedule only)

DRIVERS
F1, F7, F9, F10, F11

Launch (ignition → separation)

EXPOSURE
no-go

COMPONENTS
upper-stage propellant management through insertion, coast and relight, engines on both stages, staging joint and vehicle interfaces, payload release mechanism up to release, booster return and tower catch

DRIVERS
F1, F2, F3, F4, F5, F7

Operating life (early orbit · service)

EXPOSURE
elevated

COMPONENTS
satellites at the low release orbit (drag, orbit raising), first contact and early commissioning, payload power margin, ship re-entry heat shield and tower catch, payload service life: not read (no dated source)

DRIVERS
F3, F4, F5, F6, F8

For the launch team: the operating-life phase is the stake this day carries past the window, and it is rated on its own line.

14 MONEY VALUE — EXPECTED LOSS AVOIDED, MARKED ESTIMATE

No priced lane is in the sealed values, so no figure below is a ledger row. The envelope is the public order of magnitude of what is at stake in this mission; the tilde (~) on each figure marks it approximate.

figures	Each carries a tilde (~): approximate, order of magnitude from a public list, not a ledger row
launch service	Starship: no public range is filed for this vehicle
payload class	communications satellite: ~$100 million to ~$500 million · source: house order-of-magnitude judgment: communications satellite replacement value, whatever the orbit; no public price list exists for this class · read 2026-11-06
together	not summed: one or both ranges are not filed

The house does not price cover: these are public ranges for the reader's own sizing, not a figure for any policy. Nothing here reads the books: mission economics only; convergence, not causation. The decision is the launch team's and the cover decision the insurer's.

15 MISSION DATA AS CHECKED

Before the engine ran, in the house's pre-read check, every field below was read against house pad and vehicle table, Launch Library 2 (The Space Devs) at 2026-11-13 17:44 UTC. Verdict: agree.

FIELD	AS SUBMITTED	AS USED	VERDICT	SOURCE	WHY
Vehicle	Starship	Starship	AGREE	the house tables	named in the house table
Provider	SpaceX	SpaceX	AGREE	the house tables	named in the house table
Pad	OLP-B	OLP-B	AGREE	the house tables	named in the house table
Site	Starbase · Boca Chica	Starbase · Boca Chica	AGREE	the house tables	pad OLP-B is at Starbase · Boca Chica
Country	US	US	AGREE	the house tables	pad OLP-B is in US
Window 1	2026-11-13 22:45 UTC → 2026-11-14 00:00 UTC	2026-11-13 22:45 UTC → 2026-11-14 00:00 UTC	AGREE	arithmetic	75 min
Schedule	2026-11-13 22:45 UTC	2026-11-13 22:45 UTC	AGREE	Launch Library 2 (The Space Devs)	Starship | Starlink Group 31-2 (Starship Flight 15) · NET 2026-11-13 22:45 UTC · Orbital Launch Pad 2 · SpaceX Starbase, TX, USA · TBC — 0 min from the submitted T-0
Schedule.pad	OLP-B	OLP-B	AGREE	Launch Library 2 (The Space Devs)	the listing names the pad Orbital Launch Pad 2; the house reads that as OLP-B, the filed pad
Orbit	LEO	LEO	AGREE	Launch Library 2 (The Space Devs)	Starship | Starlink Group 31-2 (Starship Flight 15) · orbit Low Earth Orbit
Payload class	comms-sat	comms-sat	AGREE	Launch Library 2 (The Space Devs)	Starship | Starlink Group 31-2 (Starship Flight 15) · mission type Communications

No field was changed.

16 THE MISSION AS READ

The words of this read stood on the vehicle as filed: Starship (SpaceX), a cryogenic stage flies, fully reusable by design. Mission Starship | Starlink Group 31-2 (Starship Flight 15) · goal Communications · orbit LEO · payload class communications satellite. Lab gate green.

STAGE	PROPELLANT	KIND	REUSE
Super Heavy booster (33× Raptor)	liquid methane / LOX	methalox	DESIGNED FOR CATCH-AND-REFLIGHT
Starship upper stage (6× Raptor)	liquid methane / LOX	methalox	DESIGNED FOR FULL REUSE

STEP	EVENT
T-00:00:30	SpaceX flight director verifies GO for launch
T+01:27:46	First ship return checkpoint (approximate), which would bring Ship 42 down north of Hawaii
time not published	booster landing burn / catch
time not published	payload deploy demonstration
time not published	splashdown or catch

mission-specific (brief, 2026-11-13)

The mission as researched: 14 of 15 facets observed from 55 dated sources. Context for the words, never a weight; a facet marked not observed is unknown.

FACET	AS RESEARCHED	SOURCES (DATED)
business pressure	Few hard commercial facts surfaced in the pages read. SpaceX is its own customer here, so no third-party contract deadline attaches to this payload. Gwynne Shotwell told an October earnings call she expected the FAA licence to cover return-to-launch-site operations and tower catches for both stages, after "significant constructive engagement with the FAA". The company is shown with a public ticker (NASDAQ: SPCX) in a Benzinga item on Yahoo, and Musk gave public odds on the ship catch on the third-quarter call. Schedule dependency: FAA planning material pointed to December 10 for a first Starship launch from LC-39A, where the pad still needs licensing and activation work, and NASASpaceflight says those timelines move with Flight 15's outcome. Contract values, cash position, backlog and competitor comparisons were not found.	SpaceX's next Starship flight set to make history on Friday the 13th (2026-11-06); SpaceX Starship test to attempt first-ever spaceship 'catch' (2026-11-13); Starship Flight 15: Launch Date, Time & How to Watch (2026-11-08); Starship Flight 15, a dual catch attempt, awaits FAA green light - NASASpaceFlight.com (2026-11-06)

FACET	AS RESEARCHED	SOURCES (DATED)
consensus	Trade and enthusiast press agree the hardware is ready and the open item is regulatory. NASASpaceflight (Nov 6) called the open question whether FAA paperwork for catching Ship 42 keeps pace, and on Nov 13 noted no updated licence had been published. Teslarati (Nov 6) reported Elon Musk putting a successful ship catch at "more likely than not" on the third-quarter earnings call. AFP (Nov 13) recalled that SpaceX says it will attempt the catches only if conditions are optimal and has changed test plans at the last minute before. Space Launch Schedule (Nov 8) cautioned that the date can still slip. Eric Berger, quoted Nov 12, described Friday's weather as good. No stated expectation from SpaceNews or Aviation Week was found in the pages read.	Starship Flight 15, a dual catch attempt, awaits FAA green light - NASASpaceFlight.com (2026-11-06); Starship Flight 15 to attempt first catch of both stages - NASASpaceFlight.com (2026-11-13); SpaceX’s next Starship flight set to make history on Friday the 13th (2026-11-06); SpaceX Starship test to attempt first-ever spaceship 'catch' (2026-11-13); Starship Flight 15: Launch Date, Time & How to Watch (2026-11-08); SpaceX Starship Flight 15 Targets Nov. 13 Launch Window (2026-11-12)
context	Flight 15 comes 46 days after Flight 14's first orbital Starlink deployment and is described as continuing the shift from suborbital development toward orbital operations and full reuse. Booster 22 and Ship 42 were prepared in parallel with the Flight 14 campaign. Dependent on the result: NASASpaceflight says the FAA is expected to add LC-39A in Florida to SpaceX's Starship licence VOL 23-129, with timelines moving on Flight 15's outcome. FAA planning material pointed to December 10 for a first Florida Starship launch, a date SpaceX has not confirmed. A caught Ship 42 would also give far richer post-flight data than Ship 40, which spent more than a month at sea, and selected Raptors could go to stand testing.	Starship flight 15 (2026-11-13); Starship Flight 15, a dual catch attempt, awaits FAA green light - NASASpaceFlight.com (2026-11-06); Starship Flight 15: Launch Date, Time & How to Watch (2026-11-08)
goal	Three outcomes define the plan: Ship 42 reaching low Earth orbit at about 275 km, on an inclination of nearly 32 degrees per NASASpaceflight; release of 26 Starlink V3 satellites for the broadband constellation; and tower catches of both stages at Starbase. Ship 42 is to stay up more than 22 hours, about 15 to 16 orbits, before returning. A double catch would be the first catch of a Starship upper stage, the first of a Block 3 booster and the first recovery of both stages on one flight. SpaceX's own framing, quoted by AFP: "the first full recovery of an orbital launch system". Wikipedia also records reports that parts of the propellant-transfer demonstration, such as the docking and hatch mechanism, begin testing on this flight.	Starship flight 15 (2026-11-13); Starship Flight 15 to attempt first catch of both stages - NASASpaceFlight.com (2026-11-13); Starship Flight 15, a dual catch attempt, awaits FAA green light - NASASpaceFlight.com (2026-11-06); SpaceX Starship test to attempt first-ever spaceship 'catch' (2026-11-13)

FACET	AS RESEARCHED	SOURCES (DATED)
history	Fourteen Starship flights precede this one; as of September 28, 2026 the tally was 6 Block 1, 5 Block 2 and 3 Block 3 vehicles flown. Flight 14 (Booster 21, Ship 41, September 28) was the first to reach orbit and the first operational Starlink deployment. All 26 V3 satellites were released at about 275 km even though one ship engine shut down early in ascent. Its booster made a soft splashdown in the Gulf instead of a tower return, and Ship 41 made a controlled Pacific splashdown about three hours after launch. An earlier flight with Ship 40 deployed 20 Starlink V3 satellites on a suborbital path and ended in an Indian Ocean splashdown. No scrub or prior countdown attempt of Flight 15 appears in the pages read; the only date movement found is in planning dates (see timeline).	List of Starship launches (2026-09-28); SpaceX Starship (2026-11-13); SpaceX is launching Starship in first attempt to catch both stages (2026-11-13)
identity	Starlink Group 31-2, flown as Starship Flight 15, is a SpaceX mission with SpaceX as both launch provider and payload owner under its Starlink programme. Ship 42, named Don't Panic, and Super Heavy Booster 22 form the stack, the fourth Block 3 pair to fly. Wikipedia counts it as the fifteenth Starship launch and the second operational one. On board are 26 Starlink V3 broadband satellites. Sources name the pad Orbital Launch Pad 2 (Pad 2) at Starbase, Texas; the house table labels it OLP-B.	Starship flight 15 (2026-11-13); Starship Flight 15 to attempt first catch of both stages - NASASpaceFlight.com (2026-11-13); SpaceX Starship Flight 15 live updates: Giant Starship stacked for launch and 1st-ever double catch landing (2026-11-13)
implications	Political: the FAA must authorise a first Starship return over land, on a path that overflies populated areas; every earlier Starship reentry ended over open ocean. The expected addition of LC-39A to licence VOL 23-129 is tied by NASASpaceflight to this flight's outcome. Business: SpaceX is both provider and customer, so the result bears on its own Starlink V3 deployment and on its reuse claim, which the company frames as making Starship "a reliable, rapidly reusable rocket". A Benzinga item carried on Yahoo lists the company under ticker NASDAQ: SPCX. Public: Space.com is running live updates and a livestream is listed; the ship and its satellites may be visible in the night sky; and the launch and catches require the beach and range to be cleared twice. No treaty or foreign-government angle was found in the pages read.	Starship Flight 15, a dual catch attempt, awaits FAA green light - NASASpaceFlight.com (2026-11-06); SpaceX's next Starship flight set to make history on Friday the 13th (2026-11-06); SpaceX Starship test to attempt first-ever spaceship 'catch' (2026-11-13); SpaceX Starship Flight 15 live updates: Giant Starship stacked for launch and 1st-ever double catch landing (2026-11-13); Starship Flight 15 to attempt first catch of both stages - NASASpaceFlight.com (2026-11-13)

FACET	AS RESEARCHED	SOURCES (DATED)
market line	not observed (Looked for insurance trade press and named the market or broker statements on how the space insurance market treats Starship and self-carried LEO constellation launches (capacity, recent losses, public comments). The search tool budget ran out before any dated page on this was retrieved, so no sourced fact can be given.)	—
other factors	Regulator: Flight 14's FAA licence applied to that flight alone, so this one needs a modification, including permission for Ship 42's return path over populated areas. Range and public access: two separate closures are planned, one to clear the beach and range and secure Booster 22 after its catch, a second to clear the area again and secure Ship 42. Pad: NASASpaceflight makes the booster catch conditional on Pad 2 being ready after liftoff. Hardware: one Ship 41 engine shut down early on Flight 14; no page read says whether that is under formal review. Notices: SpaceX launch advisories for the November 13 window are reported as issued, but the airspace and maritime notices themselves were not read. Nothing on labour, supply or range conflicts was found.	Starship flight 15 (2026-11-13); Starship Flight 15 to attempt first catch of both stages - NASASpaceFlight.com (2026-11-13); SpaceX Starship (2026-11-13); SpaceX Starship Flight 15 Targets Nov. 13 Launch Window (2026-11-12)
payload	Twenty-six Starlink V3 broadband satellites make up the cargo, the same count Flight 14 carried. SpaceX is listed as the customer for the Starlink groups in Wikipedia's launch table. No mass was found for this batch; that table gives about 44,000 kg for Flight 14's 26-satellite Group 31-1. Deployment is planned from Ship 42 in low Earth orbit at about 275 km. On Flight 14 the release ran over roughly 30 minutes, starting near T+34 minutes. Builder, bus details and the dispenser arrangement for this flight were not found in the pages read.	Starship flight 15 (2026-11-13); SpaceX Starship (2026-11-13); SpaceX launches Starship into orbit for 1st time — largest rocket ever built notches key milestone on dramatic Flight 14 test (2026-09-28)

FACET	AS RESEARCHED	SOURCES (DATED)
pending	One item is named as pending: the FAA licence modification for Flight 15, including authority for Ship 42's overland return and tower catch. NASASpaceflight (2026-11-13) wrote that the FAA had not yet published an updated launch licence, and quoted SpaceX's target as "pending regulatory approval". AFP via Yahoo (2026-11-13) said final FAA approval had not been given as of late Thursday, November 12. A Benzinga item on the same Yahoo page, citing Reuters, said the licence had not been issued as of Friday morning, November 13. Teslarati (2026-11-06) noted the FAA's Starship page listed no Flight 15 licence. Not found in the pages read: any open mishap investigation, or the status of airspace and maritime notices.	Starship Flight 15 to attempt first catch of both stages - NASASpaceFlight.com (2026-11-13); SpaceX Starship test to attempt first-ever spaceship 'catch' (2026-11-13); SpaceX’s next Starship flight set to make history on Friday the 13th (2026-11-06); Starship Flight 15, a dual catch attempt, awaits FAA green light - NASASpaceFlight.com (2026-11-06)
sequence	A mission-specific timeline exists (SpaceX released flight details on November 7, and Wikipedia and Space.com each carry a Flight 15 timeline), but only fragments of it were retrieved, so the steps below are partial and not the full published countdown. Wikipedia lists the flight director's GO verification at T-00:00:30 as planned and says the pre-launch flow is expected to resemble Flight 14 and earlier V3 flights. NASASpaceflight gives a boostback burn of about 41 seconds for Booster 22 during the ship's ascent burn (no clock time retrieved), then the booster catch minutes after launch, and a first return checkpoint for the ship near T+01:27:46 that would bring it down north of Hawaii, as on Flight 14. The planned ship catch follows more than 22 hours after launch.	Starship flight 15 (2026-11-13); Starship Flight 15 to attempt first catch of both stages - NASASpaceFlight.com (2026-11-13)
timeline	October 10: Elon Musk said Flight 15 was "hopefully four to six weeks away". October 28: Interesting Engineering found no official date, only a November target. FAA air-traffic planning slides then listed no earlier than November 8, later November 12, per Teslarati. November 7: SpaceX released flight details with a November 13 target, per Wikipedia. Booster 22 was since moved to the pad and placed on the Pad 2 launch mount; Ship 42 rolled out on November 12; Space.com reported the vehicle stacked on November 13. Current window: 75 minutes, opening 22:45 UTC on November 13 (4:45 pm CST) and closing 00:00 UTC on November 14. No backup dates were found in the pages read. SpaceX words the target as "as early as" November 13, pending regulatory approval.	Starship Flight 15: Launch Date, Time & How to Watch (2026-11-08); Starship Flight 15: Launch date, recovery goals, and key tests (2026-11-01); SpaceX’s next Starship flight set to make history on Friday the 13th (2026-11-06); Starship flight 15 (2026-11-13); SpaceX Starship Flight 15 live updates: Giant Starship stacked for launch and 1st-ever double catch landing (2026-11-13); Starship Flight 15 to attempt first catch of both stages - NASASpaceFlight.com (2026-11-13)

FACET	AS RESEARCHED	SOURCES (DATED)
vehicle configuration	Both stages are Block 3 (V3) hardware: Super Heavy Booster 22 under Ship 42, a stack AFP gives as 124 m tall. No source read reports an earlier flight for either vehicle. Booster 22 had cryogenic proof testing at Massey's in September, and a static fire on October 25 lit all 33 Raptors for about 15 seconds. Ship 42 fired one engine in a simulated deorbit burn on October 26 and all six engines for 60 seconds the next day. Large patches of curved heat-shield tiles sit on Ship 42, and it rehearsed being held by the tower chopsticks in a post-catch position. The satellites ride inside the ship; no source read describes a separate fairing. Recovery plan: tower catch of Booster 22 at Pad 2 minutes after liftoff, following a boostback burn of about 41 seconds, then a tower catch of Ship 42 a little under a day later.	Starship flight 15 (2026-11-13); Starship Flight 15 to attempt first catch of both stages - NASASpaceFlight.com (2026-11-13); SpaceX's next Starship flight set to make history on Friday the 13th (2026-11-06); SpaceX Eyes November Launch of Starship Flight 15, Aiming for First Ship Tower Catch (2026-11-01); SpaceX Starship test to attempt first-ever spaceship 'catch' (2026-11-13)
weather	No forecast from a range weather office was found, and no published probability of violating launch constraints or named threatened constraint; Starbase is a private site and SpaceX's own weather call was not located. Two secondary readings exist for 22:45 UTC (4:45 pm CST, about an hour before sunset). Space Launch Schedule's launch page shows clear skies, 76°F, 0% cloud, winds of 8 mph and a 0% chance of precipitation. Eric Berger, quoted on Nov 12, described sunny conditions, light winds, upper-70s temperatures and relatively low humidity. Neither source addresses upper-level winds, or conditions for the ship's return about a day later.	SpaceX Starlink Group 31-2 (Starship Flight 15) Starship Rocket Launch (2026-11-13); SpaceX Starship Flight 15 Targets Nov. 13 Launch Window (2026-11-12); SpaceX's Starship megarocket will launch to orbit on Nov. 13. Will you be able to see it in the night sky? (2026-11-13)

Sources: SpaceX Starship — https://en.wikipedia.org/wiki/SpaceX_Starship (filed 2026-11-06, sealed 9dc3b00df207 on 2026-11-06). Context facets — business pressure: read · consensus: read · market line: not read (no dated source).

LAB LINE	LANE	STATE	WHY
M1 vehicle family matched to a row of the house vehicle table	mandatory	green	**STARSHIP**
M2 every stage carries its propellant and kind (cryogenic or not)	mandatory	green	**1:METHALOX 2:METHALOX**
M3 reuse state of the family stated	mandatory	green	**FULLY REUSABLE BY DESIGN**
M4 payload class on the draw	mandatory	green	**COMMS-SAT**

LAB LINE	LANE	STATE	WHY
M5 orbit on the draw or the schedule	mandatory	green	LEO
M6 mission goal from the schedule listing (a plain noun when the listing has none)	optional	green	COMMUNICATIONS
M7 published launch sequence on file (family generic until the mission kit is read)	mandatory	green	5 STEPS (MISSION-SPECIFIC (BRIEF, 2026-11-13))
M8 the pre-read schedule check ran and did not refuse	mandatory	green	VERDICT AGREE
M9 every vehicle fact names its source url and filed date	mandatory	green	HTTPS://EN.WIKIPEDIA.ORG/WIKI/SPACEX_STARSHIP · 2026-11-06
M10 vehicle fact source copy sealed on disk (evidence rule)	optional	green	SEALED 9DC3B00DF207 2026-11-06T16:53:20.840Z
M11 provider anomaly history: the house vehicle notes or the house record	optional	green	VOICE WEAK POINTS OR HOUSE RECORD PRESENT
M12 consensus · business pressure · market line (not observed until a dated source is filed)	optional	green	READ FROM A DATED SOURCE: CONSENSUS, BUSINESS PRESSURE; NOT OBSERVED: MARKET LINE
M13 mission brief on file with dated sources (a dated web read of the house facets)	optional	green	BRIEF D02D64DEFD0D · 14/15 FACETS OBSERVED · 55 DATED SOURCES
M14 weather at T-0 for the pad on file (from the brief)	optional	green	NO FORECAST FROM A RANGE WEATHER OFFICE WAS FOUND, AND NO PUBLISHED PROBABILITY OF VIOLATING LAUNCH CONSTRAINTS OR NAMED THREATENED CONSTRAINT; STARBASE IS A PR

17 THE CHAIN IN FULL

32 steps in 8 stages, in the order a mission meets them. The class beside each step is the class its cover phase carries in the planned T-0 band; the steps carry no class of their own. The box is yours to tick as the mission passes the step.

CAMPAIGN · STEPS 1–3

	STEP	WHAT HAPPENS	A HOLD OR ABORT LOOKS LIKE	WHAT FOLLOWS
☐	**1 · Integration and testing** Weeks to days before launch · pre-ignition · CLEAN	Stages are mated, the payload is encapsulated and joined to the vehicle, and the integrated vehicle is tested end to end in the hangar or assembly building.	A test that does not pass, a part swapped out, a payload sent back for rework. The launch date moves before the vehicle has left the building.	The campaign resumes when the part or the test is cleared; the date is re-set with the range.
☐	**2 · Rollout and erection on the pad** Days to hours before launch · pre-ignition · CLEAN	The vehicle is carried to the pad, raised to vertical, and connected to the pad through its umbilicals. A sea or air launch moves the platform or the carrier aircraft to its release point instead.	Rollout delayed for wind or lightning, a transporter or erector fault, an umbilical that will not mate, a rollback to the hangar.	Rollout is tried again in the next weather opening, or the vehicle returns to the building for repair.
☐	**3 · Wet dress rehearsal and static fire** Days before launch, where the operator runs one · pre-ignition · CLEAN · applies to: vehicles and campaigns that run a wet dress or static fire	The vehicle is loaded and counted down as on launch day. A wet dress stops before ignition; a static fire lights the engines briefly while the vehicle is held down.	A leak found during loading, the count stopped by the sequencer, an engine that aborts at start, a test repeated. The rehearsal finds what the launch count would have found.	The fault is fixed and the test is repeated or waived; the launch date moves by the time that takes.

COUNTDOWN · STEPS 4–15

	STEP	WHAT HAPPENS	A HOLD OR ABORT LOOKS LIKE	WHAT FOLLOWS
☐	**4 · Launch readiness review** About one day before launch · pre-ignition · CLEAN	The operator, the range and the customer review open items, the weather outlook and the recovery outlook, and give the go to start the count.	An open item not closed, a weather or recovery outlook out of limits, the range not available. The count is not started and the date moves.	A new launch date is set with the range once the open item is closed.
☐	**5 · Count start: vehicle and ground power up** Hours before launch · pre-ignition · CLEAN	The count clock starts. Ground power, the control system, purges and the vehicle avionics are powered up and checked; communication and telemetry links are verified.	A power feed or a control console that will not come up, a telemetry link that does not lock, an avionics box that fails its check. The count holds at the start.	The count resumes when the unit is cleared or swapped; a long repair uses up the window.
☐	**6 · Weather, range and recovery brief** Hours before launch, updated through the count · pre-ignition · CLEAN	The team reads the pad weather against the launch limits, confirms the range is clear and its tracking is ready, and confirms the recovery ships or landing zone are on station and inside their limits.	Wind, lightning, cloud or cold outside the limit; upper-level winds too strong; a boat or aircraft in the range; a recovery ship off station or the sea in the landing zone too rough.	The team waits inside the window for the limit to clear, moves T-0 later in the window, or slips to the next day.
☐	**7 · Pad closeout and pad clear** Hours before launch; before loading on most vehicles · pre-ignition · CLEAN	The last hands-on work is finished, the pad is cleared of people, and the danger area is closed. On a crewed flight the crew boards and the hatch is closed, before or after loading as the vehicle requires, and the escape system is armed.	A closeout item found late, a hatch that will not seal, people still inside the danger area. Loading cannot start until the pad is clear.	The count resumes once the pad is confirmed clear; on a crewed flight a hatch or suit problem can end the attempt.
☐	**8 · Storable (hypergolic) propellant loading** Days to hours before launch; earlier than the cryogenic load · pre-ignition · CLEAN · applies to: vehicles and spacecraft with storable propellants	Stages, upper stages or spacecraft that burn storable propellants are loaded and sealed. These propellants are toxic and are loaded with the area cleared.	A leak or a vapour alarm, a contaminated load, a valve that does not seat. Work stops until the area is safe.	The leak is found and fixed before the count goes on; a contaminated load means a drain and a long delay.

	STEP	WHAT HAPPENS	A HOLD OR ABORT LOOKS LIKE	WHAT FOLLOWS
☐	**9 · Go for propellant loading** Minutes before loading starts · pre-ignition · CLEAN	The launch director polls the team and gives the go to load. The commodity supply and storage are confirmed ready.	A no-go on the poll: a ground system not ready, not enough propellant or gas on hand, weather expected to break the limit during the load.	The poll is taken again later in the window, or the attempt is called off before any propellant is on board.
☐	**10 · Chilldown of lines and engines** At the start of cryogenic loading, and again on the engines before start · pre-ignition · CLEAN · applies to: vehicles with cryogenic propellants	Cold propellant is bled through the ground lines, the vehicle feed lines and the engine pumps so that they reach temperature before the main flow and before engine start.	A line or an engine that does not reach temperature in time, a valve frozen in place, a ground pump that will not start.	The chilldown is run longer if the window allows; if it does not, the attempt is scrubbed and the vehicle is drained.
☐	**11 · Propellant loading, topping and replenish** From hours to about half an hour before launch, depending on the vehicle · pre-ignition · CLEAN	Fuel and oxidizer are loaded in slow fill and fast fill, then topped and replenished as the cold propellant boils off, until the tanks are at flight level.	A leak at a quick-disconnect or an umbilical, a loading valve that sticks, a tank level or temperature out of range, ice where it should not be, loading that runs too slowly to make T-0.	A small leak is worked by warming and re-chilling the seal; otherwise the count is recycled or the vehicle is drained and the launch slips a day or more.
☐	**12 · Pressurant loading and purges** During and after propellant loading · pre-ignition · CLEAN	Helium or nitrogen bottles on the vehicle are filled to flight pressure, and purges keep the engine bays, the fairing and the lines dry and inert.	A bottle that does not hold pressure, a regulator that drifts, a purge flow lost, a gas supply that runs short.	A short hold to restore the supply or the pressure; a bottle or regulator fault on the vehicle ends the attempt.
☐	**13 · Final go or no-go polls** About ten minutes before launch · pre-ignition · CLEAN	The launch director polls every position, the range and the weather officer one last time, and the recovery zone is confirmed. A go hands the count to the automatic sequence.	Any one no-go: a system out of limits, the range not clear, weather or the recovery zone out of limits. The count holds at the planned hold point.	The hold is extended inside the window and the poll is repeated; when the window runs out the attempt is scrubbed.
☐	**14 · Terminal count under the automatic sequencer** The last minutes before launch · pre-ignition · CLEAN	The automatic sequencer runs the count. The flight computer takes its final alignment, the engine steering is checked, tanks go to flight pressure, and the flight termination system is armed.	An automatic hold: a sensor out of limits, a steering check that fails, a tank pressure that does not come up, a navigation or termination-system check not passed.	The count is recycled to its last hold point if propellant temperature and the window allow; if they do not, the attempt is scrubbed.
☐	**15 · Transfer to internal power; arms and umbilicals ready to release** The last minute or minutes before launch · pre-ignition · CLEAN	The vehicle moves from ground power to its own batteries, the flight computer takes control of the count, and the strongback, swing arms or umbilicals are retracted or armed to release.	A battery or bus voltage out of limits at the transfer, an arm or strongback that does not retract, the flight computer not taking the count.	A recycle if the vehicle can go back to ground power and the window allows; otherwise a scrub.

IGNITION AND RELEASE · STEPS 16–17

	STEP	WHAT HAPPENS	A HOLD OR ABORT LOOKS LIKE	WHAT FOLLOWS
☐	**16 · Engine start and hold-down checks** The last seconds before liftoff · launch · NO-GO	The deluge water starts, the engines are lit and brought to full thrust while the vehicle is held down, and the computer checks every engine before it commits. Solid motors, once lit, cannot be shut down.	A pad abort: an engine that does not light or does not reach thrust, a pump or chamber reading out of limits, and the computer shuts the engines down before release. The vehicle stays on the pad.	The vehicle is made safe and drained. Some vehicles can try again the same day after a quick turnaround; most need a day or more to inspect the engines. A pad abort is a T-0 slip, so it counts on the pre-ignition side of the record even though the engines were lit.
☐	**17 · Release and liftoff** T-0 · launch · NO-GO	The hold-downs release, the last umbilicals pull away, and the vehicle rises and clears the tower. A sea or air launch releases from its platform or carrier aircraft.	There is no hold after release. Trouble shows as a hold-down or umbilical that releases late, contact with the tower, damage to the pad, or loss of the vehicle at or just above the pad.	From here every problem is a flight problem: the vehicle flies on, is flown to a safe abort, or is lost.

ASCENT · STEPS 18–24

	STEP	WHAT HAPPENS	A HOLD OR ABORT LOOKS LIKE	WHAT FOLLOWS
☐	**18 · Early ascent: roll, pitch and the climb to maximum load** The first minute of flight · launch · NO-GO	The vehicle rolls and pitches onto its heading. The engines, the feed system and the steering work at full load, the range tracks the flight, and on a crewed flight the escape system stands ready.	An engine that shuts down early, steering that cannot hold the heading, a vibration that builds in the feed lines, a flight off its corridor that the range has to end. On a crewed flight, an escape.	A vehicle with engine-out margin flies on with less performance; without it the flight is lost or terminated.
☐	**19 · Maximum aerodynamic load** About one minute into flight · launch · NO-GO	The vehicle passes through the heaviest air load of the flight. Engines may throttle down for it. Structure, fairing and steering carry their peak loads.	A structural failure, a fairing or interstage that gives way, steering that reaches its limit against the winds, a solid-motor case or joint that fails under load.	There is no recovery of the mission from a structural break-up; a crewed vehicle escapes.
☐	**20 · Booster or first-stage cutoff** Two to three minutes into flight on most vehicles · launch · NO-GO	Strap-on boosters burn out and separate where carried, and the first stage shuts down its engines at the planned speed.	An early cutoff that leaves the vehicle short of speed, a booster that does not separate cleanly, a cutoff that is not clean.	A small shortfall can be made up by the upper stage; a large one puts the payload in a low orbit or loses it.
☐	**21 · Stage separation and upper-stage start** Seconds after first-stage cutoff · launch · NO-GO	The stages separate, the upper stage settles its propellant and lights its engine. On a hot-staging vehicle the upper stage lights before the stages part.	Stages that do not separate or that touch after separation, an upper-stage engine that does not light, loss of control just after staging.	An upper stage that does not light ends the mission; the payload falls back.
☐	**22 · Fairing separation** Three to four minutes into flight, above the dense air · launch · NO-GO · applies to: flights that carry a fairing	The payload fairing splits and falls away once the air is thin enough. A capsule carries no fairing and drops its escape tower or keeps its escape engines instead.	A fairing that does not separate, or separates in part. The extra mass keeps the payload from its orbit, or the payload cannot be released.	There is no recovery; the payload is lost or stranded.
☐	**23 · Upper-stage burn and orbit insertion** From about three minutes to about ten minutes into flight · launch · NO-GO	The upper stage burns to orbital speed under closed-loop guidance and shuts down at the planned orbit.	An engine that shuts down early or loses thrust, a guidance error that puts the stage in the wrong orbit, a pressurization fault during the burn.	A low or wrong orbit may be corrected by the payload at the cost of its own propellant and service life; a large shortfall loses the payload.
☐	**24 · Coast and upper-stage restart** Minutes to hours after the first cutoff, on flights that need a second burn · launch · NO-GO · applies to: flights with more than one upper-stage burn	The stage coasts, keeps its propellants settled and its systems powered and warm, then relights for the transfer or the final orbit.	A restart that does not happen or ends early, propellant that is not settled at the relight, a battery or pressurant that runs short in a long coast.	The payload is left in the parking or transfer orbit; it may raise itself at the cost of service life, or it is lost.

RECOVERY · STEPS 25

	STEP	WHAT HAPPENS	A HOLD OR ABORT LOOKS LIKE	WHAT FOLLOWS
☐	**25 · Booster return, entry and landing** From stage separation to about eight or nine minutes into flight; it runs alongside the upper-stage burn · launch · NO-GO · applies to: vehicles that recover a stage or fairing	A reusable booster turns, burns to slow down, steers through entry with its fins, and lands on a ship, on a shore pad or in the arms of a tower. Fairing halves are recovered at sea.	An entry or landing burn that does not light or ends early, a fin or leg that fails, a hard landing, a stage lost on deck in heavy seas, a tower catch waved off to the water.	The loss of a booster after it has done its job does not change the payload; it does ground the fleet until the cause is found.

DEPLOYMENT · STEPS 26–27

	STEP	WHAT HAPPENS	A HOLD OR ABORT LOOKS LIKE	WHAT FOLLOWS
☐	**26 · Payload separation** Minutes to hours after liftoff, at the planned orbit · launch · NO-GO	The payload or payloads are released from the stage in order. On a rideshare or constellation flight many are released one after another.	A payload that does not release or is released in the wrong attitude or spin, contact between payloads, a payload released with the fairing or adapter still attached.	A payload that stays on the stage is lost with it; one released in the wrong orbit spends its own propellant to correct.

	STEP	WHAT HAPPENS	A HOLD OR ABORT LOOKS LIKE	WHAT FOLLOWS
☐	**27 · Upper-stage disposal and passivation** After the last payload is released · launch · NO-GO	The stage burns or vents to leave the payload orbit, re-enters over open ocean or moves to a disposal orbit, and empties its tanks and batteries.	A disposal burn that does not happen, a stage left in orbit, a stage that breaks up later and leaves debris, an uncontrolled re-entry.	The payload is not affected; the operator carries the debris and licence consequences.

OPERATING LIFE · STEPS 28–31

	STEP	WHAT HAPPENS	A HOLD OR ABORT LOOKS LIKE	WHAT FOLLOWS
☐	**28 · First contact, deployments and commissioning** From separation through the first days and weeks · operating life · ELEVATED RISK	*withheld: the wording is under the house's review*	No signal after separation, a spacecraft that keeps tumbling, an array or antenna that does not open, a power shortfall, a safe mode in the first days.	The ground team works the fault by command; a spacecraft that cannot make power or point is lost early.
☐	**29 · Orbit raising to the operating orbit** Days to months after launch · operating life · ELEVATED RISK · applies to: spacecraft that raise their own orbit	The spacecraft uses its own engine or its electric thrusters to climb from the drop-off orbit to its operating orbit or station.	A thruster or main engine that fails or leaks, a propellant shortfall, orbit raising that takes far longer than planned.	A slower climb on backup thrusters shortens the service life; without propulsion the spacecraft never reaches its station.
☐	**30 · Operating life** From first light plus 30 days through the design life · operating life · ELEVATED RISK	The payload does its work. Power, thermal control, pointing, software and communications run for years in the space environment. A crewed vehicle keeps its crew alive on orbit.	A payload that does not meet its performance, power that fades, a wheel or a drive that fails, a solar storm upset, the same fault appearing across a batch of like spacecraft.	A partial loss lowers capacity or shortens life; a total loss ends the mission on orbit.
☐	**31 · Re-entry and recovery of a capsule** At the end of the mission, on flights that bring a capsule back · operating life · ELEVATED RISK · applies to: flights that return a capsule	The capsule leaves orbit, comes through re-entry behind its heat shield, opens its parachutes or lights its landing engines, and is recovered at sea or on land.	A return delayed for weather or sea state in the landing zone, a deorbit burn off its mark, heat-shield damage, a parachute that does not open fully, a capsule that lands far from its recovery team.	The return waits on orbit for the zone to clear while supplies allow; once the deorbit burn is made there is no hold.

DISPOSAL · STEPS 32

	STEP	WHAT HAPPENS	A HOLD OR ABORT LOOKS LIKE	WHAT FOLLOWS
☐	**32 · End of life and disposal** At the end of the service life · operating life · ELEVATED RISK	The spacecraft is moved to a graveyard orbit or brought down, and its tanks and batteries are emptied so it cannot break up.	Not enough propellant left to move, contact lost before disposal, a spacecraft left dead in a working orbit.	A dead spacecraft stays where it is; the operator carries the debris and licence consequences.

Withheld by the house's wording check, said by name: step 28, what happens.

The chain is the house's general mission timeline (Encyclopedia-3.3); a step that does not apply to this vehicle is still listed, with whom it applies to. The flight sequence filed for this mission is walked step by step on every band page.

18 THE SEALED TEXT

THE DAY	● STAND DOWN: at the planned T-0 (22:45Z) launch reads NO-GO and operating life reads ELEVATED; no later band in this window reads CLEAN for the flight.
IF FLOWN	THE NAMED MODE — a degraded subsystem; cryogenic and thermal margins; fluids and weather; ignition and combustion.

THE WINDOW	no clean band in this window.
EXPOSURE	if flown, the band that holds the actual lift-off grades, never the day call: a NO-GO band or an ELEVATED RISK band flown clean is a MISS, with or without a hold or delay. A scrub is a scrub and grades the day call.
SEALED	2026-11-13 17:59 UTC · for Fri, Nov 13, 16:45 CST → Fri, Nov 13, 18:00 CST (2026-11-13 22:45 UTC → 2026-11-14 00:00 UTC) · house signal 0.946 (no-go) · confidence calibrated on 26 graded launches, Brier 0.033 (the published calibration file, launch rows)

Three classes, fixed before the window and graded after it: CLEAN, the day reads clear · ELEVATED RISK, a named anomaly class on the timeline with the sub-window it threatens · NO-GO, the day reads adverse at the level of the mission. The class is derived from the sealed values on this device; the same values give the same words.

19 FRAME AND SCOPE — WHAT THIS READ COVERS

Starship · SpaceX · Starship Flight 15 from Starbase · Boca Chica OLP-B, a communications satellite to low Earth orbit.



Sealed 4.8 h before the window opens. Clocks at the pad (America/Chicago), UTC in the second figure.

WINDOW	AT THE PAD	PLANNED T-0	ZONE
primary	Fri, Nov 13, 16:45 CST → Fri, Nov 13, 18:00 CST	Fri, Nov 13, 16:45 CST	America/Chicago

What this advisory claims: a sealed, gradeable call on the day and the window, by phase, with the mode named if flown. What it does not claim: a go/no-go or a verdict on the vehicle's engineering. The posture ladder in the decision package lays three postures before the launch team and marks one; the call stays the team's.

20 BACKGROUND

vehicle	Starship
provider	SpaceX
flight	Starship Flight 15
site	Starbase · Boca Chica · OLP-B · US
pad clock	Central Standard Time (America/Chicago)
payload class	communications satellite
orbit	LEO

House record on Starship: 3 sealed calls, 3 graded, 3 hits, since 2023-11-16.

21 THE PUBLIC PRIOR

No public prior is filed for this vehicle, so no lift is computed.

PHASE	EVENT THE PRIOR COUNTS	BASIS
Pre-ignition (count · pad)	not in the sealed values	NOT OBSERVED
Launch (ignition → separation)	not in the sealed values	NOT OBSERVED
Operating life (early orbit · service)	not in the sealed values	NOT OBSERVED

Columns left out because this read files no value for them: prior, lift.

A prior counts the event named beside it, for that phase only: a hold is a delay and never an insurable loss; an under-burn is a partial loss. Where the event is not filed, the prior cannot be read as a loss frequency, and the house says so rather than let a hold and a loss share one "1 in N".

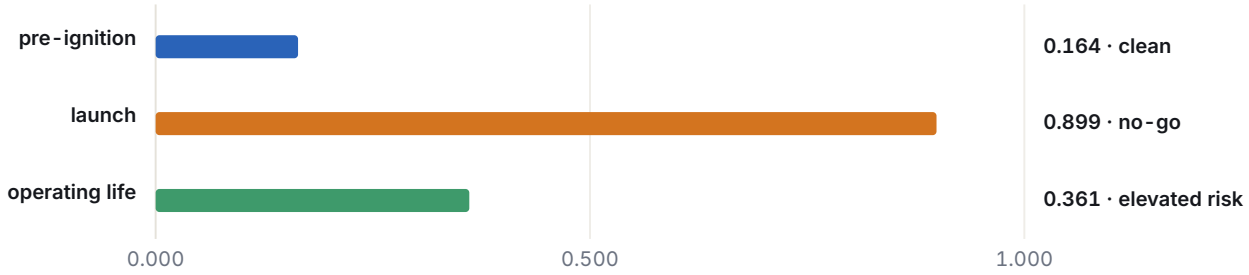
05 · WINDOW EVIDENCE AND GRADING

§ 22–25

22 FACTOR TABLE — EVERY STANDARD PHASE, RATED BY THE HOUSE

House signal by phase

per phase · same axis



PHASE	IN PLAIN WORDS	HOUSE SIGNAL	CLASS	EVENT	CONFIDENCE
Launch (ignition → separation)	about 9 in 10	0.899	NO-GO	not in the sealed values	calibrated on 26 graded launches, Brier 0.033 (the published calibration file, launch rows)
Operating life (early orbit · service)	about 1 in 3	0.361	ELEVATED RISK	not in the sealed values	calibrated on 26 graded launches, Brier 0.033 (the published calibration file, launch rows)
Pre-ignition (count · pad)	roughly 1 in 6	0.164	CLEAN	not in the sealed values	calibrated on 26 graded launches, Brier 0.033 (the published calibration file, launch rows)

Columns left out because this read files no value for them: prior, lift.

The house signal is the house's measured signal for the phase on the standard series; the band names its place in the calibration. No dollar and no cover choice enters this table — the house rated all three phases without knowing which you cover.

House overall 0.946 (about 9 in 10), no-go: the house's rating over all three phases, sealed and graded as printed. Chained on this device, 1 − Π(1 − p) over the three phases = 0.946 (about 9 in 10); the record grades on the rating, and the chained figure is the one your arithmetic below applies to the phases you cover. Where the two differ, the house rating carries a weighting of the phases that is not printed; the record grades on the rating.

Two class rules, said once. A phase's rating and a band mean on the curve are classed by the two thresholds on the signal (CLEAN below 0.35 · ELEVATED RISK from 0.35 · NO-GO from 0.6). The signals differ: (1) a phase's house signal is the house's rating of that phase on the standard series; (2) the window map's band means and the risk curve use the sweep's per-minute p, classed CLEAN below 0.35 · ELEVATED RISK from 0.35 · NO-GO from 0.6; (3) the DAY'S word and each band of the overall strip are a judgment, not a threshold: the house's decision table over the operating period in force. A band worded NO-GO can therefore hold minutes whose p sits below the no-go line, and the band row says so where it happens. A band mean and a phase signal can carry different class words at the same number because they are different scales.

23 GRADING PROTOCOL — PRE-COMMITTED

1. The anchor is the last officially announced pre-window T-0; a T-0 move inside the window after the seal expands the record by addendum, never by edit.
2. Every call grades against a public channel named here: the webcast, the public catalogs and trackers, the provider's own statements. With no flight no band grades: a scrub grades the day call.
3. A row with no public resolution by its check date is UNRESOLVED, never a hit. Alignment with the outcome is scored; influence never claimed.
4. The factor table is the sealed yardstick: the bands grade, the minutes never.

The graded surface is "The band table — what grades if the rocket flies" under The call: if the rocket flies, the band that holds the actual T-0 grades on its own row, by the grade line printed beside it.

The rubric: graded from the seat of the money

This lane is graded from the seat of whoever has money on the line: the underwriter, the owner, the investor. The question is whether our band let them price the window well, and whether their investment was protected. The rest of the house record is graded on whether a sealed call proved correct. This lane is graded on what the call cost, or saved, the party who priced on it. A band that sounds cautious and costs them money is a MISS.

BAND CLASS	WHAT IT TELLS THE PARTY WITH MONEY ON THE LINE
CLEAN	A clean flight is expected. Minor issues, holds and delays may happen and cost the money nothing. No payout is expected on this window.
ELEVATED RISK	Real risk is present on this window. Some small trouble is expected, and the odds of something worse are high. Price it with terms. The named risk may show on the day without growing into an anomaly. A band whose heavy reading sits only before ignition is in this class: expect holds or a scrub on the ground.
NO-GO	The risk of a serious loss in flight is very high, and so is the payout. Launch or operating life reads NO-GO inside this band. The house recommends standing down or slipping to a band where the flight reads CLEAN.

WHAT HAPPENED	CLEAN BAND	ELEVATED RISK BAND	NO-GO BAND
clean flight (with or without a hold or delay). It flew, nothing happened that costs the money, and the public record shows none of the risk an ELEVATED RISK band named. A hold, a delay or a recycle before lift-off does not change this: a hold is the launch team doing its job.	HIT — they priced a clean day and paid nothing; a hold or delay on the way costs them nothing	MISS — we told them to price for trouble and the public record shows none of the risk the band named, hold or no hold	MISS — we said stand down; it flew clean and money that stayed out lost the business
successful flight with risk on record. It flew with no named anomaly, and the public record shows that a risk the band named ahead of time was present on the day: for example weather that kept the launch in doubt until the last hours, or thin flight margins. The row carries the read's words, the record's words and an evidence link.	HIT — they priced a clean day and paid nothing; the risk on the day did not touch the money	HIT — the risk the band named was on the public record on the day and stayed below an anomaly; terms priced weeks ahead were the right price	MISS — we said stand down; it flew with no named anomaly, and money that stayed out lost the business, risk on record or not
flight with a named anomaly. It flew and an anomaly is named on the public record.	MISS — they priced a clean day and pay for the anomaly	HIT — the trouble they priced for showed, and the terms covered it	HIT — we said stand down; it flew and the day bit
serious or catastrophic failure. The vehicle, the payload or the mission was lost. The money pays in full.	MISS — they priced a clean day and pay in full	MISS — we said small trouble; the money pays in full, which is a no-go outcome	HIT — we said stand down; money that listened was not on the loss
scrub. No flight inside the sealed window. The countdown found an issue too great to fix in time, or the operator chose not to fly.	VOID — nobody can be made to fly; no flight took place and the money lost nothing, so the row is not counted	HIT — the countdown found an issue too great to fix; the risk showed before lift-off and the money was protected	HIT — we said stand down; the window was not flown

- A band reads NO-GO only when launch or operating life reads NO-GO inside it. A heavy reading that sits only before ignition makes the band ELEVATED RISK: trouble before ignition is met with the vehicle still on the pad.
- A clean flight with no risk on the public record is a HIT only on a CLEAN band. An ELEVATED RISK band flown that way is a MISS, with or without a hold.
- An ELEVATED RISK band is a HIT on a successful flight when the public record shows that the risk the band named was present on the day, even though it did not grow into an anomaly. Underwriters price weeks ahead; a band that said then that the day would carry real risk priced it well.
- That HIT needs evidence. The row must link to a public source, and the risk on the record must be one the band named before the flight. With no such evidence the flight is a clean flight.

- A NO-GO band needs a named anomaly at the least. Flown without one it is a MISS, even with risk on record.
- Holds and delays never change the band grade. They are graded only on the pre-ignition segment line, which has its own count.
- An event is graded as what happened, not as what it is called afterwards. It counts as planned only when a public document dated before lift-off listed it. A later statement that it was planned does not change the grade and never makes a row VOID.
- A scrub on a CLEAN band is VOID and not counted: nobody can be made to fly, and the money lost nothing.
- There is no half credit. Every counted row is a HIT or a MISS at full weight.
- If the launch flies, the band that holds the actual lift-off time is graded. The day call is the house's recommended course for the planned T-0: fly at open, fly with watch, slip or stand down. It is a recommendation, and it is graded only on a scrub.
- A course names where the trouble sits; it does not change a grade. Fly with watch says the launch and operating-life segments read CLEAN at the planned T-0 and the heavy reading sits before ignition, where trouble shows as holds, delays or a scrub. Such a band reads ELEVATED RISK, never NO-GO. A scrub is graded on the band that holds the planned T-0, and a flight on the band that holds the lift-off.
- Every anomaly, failure and scrub carries a second grade, named in advance: yes, no or not yet public. It has its own count and never changes the band grade or the score.
- A band that priced for trouble is still a HIT when a different trouble comes: the money was protected. The second grade shows plainly that we did not name it.
- Every graded read also carries three segment grades: pre-ignition, launch and operating life, each against the class that segment carried in the graded band. They have their own count and never change the band grade or the score.

How a band gets its class

Every band is read on three segments: pre-ignition, launch and operating life. Launch and operating life are the flight: trouble there is paid for in hardware. Trouble before ignition is met with the vehicle still on the pad, where it can be fixed, held or scrubbed.

WHEN	THE BAND READS
launch or operating life reads NO-GO	NO-GO
launch or operating life reads ELEVATED RISK	ELEVATED RISK
pre-ignition reads ELEVATED RISK or NO-GO and both flight segments read CLEAN	ELEVATED RISK
all three segments read CLEAN	CLEAN

A band never reads NO-GO on pre-ignition alone. Reads sealed before 11 November 2026 (rubric 0.6.0) keep the band words they were sealed with.

The second grade: named in advance

When trouble came, had our sealed read already said what it would be? The band grade asks whether the money was protected. This second grade asks the harder question: did we say exactly what the trouble would be. It is shown beside the band grade on every anomaly, failure and scrub, and it is never mixed into the band score. In the table above, a named anomaly means an anomaly named on the public record. This line asks whether our read named the same thing first.

ANSWER	WHAT IT MEANS
YES	The sealed read named the system, the phase or the cause that the public record later confirmed.
NO	Trouble came, but not the trouble the read named. A general warning, a neighbouring system or a different phase counts as no.
NOT YET PUBLIC	The cause is not on the public record yet. The row stays open and is settled when it is published.

Three segment grades

Beside the band grade, every graded read carries one grade for each segment: pre-ignition, launch and operating life. Each is graded against the class that segment carried in the graded band, on what the public record shows for that segment alone. The band grade answers the money's question for the whole flight. The segment grades show where the read was right: on the ground, in ascent, or in the life of the payload. This is finer than the hand lane, which grades one call.

Pre-ignition: the count, from the start of the window to ignition. Settles at window close.

WHAT THE RECORD SHOWS	CLEAN	ELEVATED RISK	NO-GO
quiet count. The count reached ignition with no hold on the public record.	HIT	MISS — the count ran quiet	MISS
hold or slip that cleared. The launch did not go at the planned T-0, and then flew. A hold, a recycle, a delay or a move of T-0, of any length, is on the public record; or the public record shows the go was in doubt until shortly before lift-off, such as launch weather at even odds an hour out. The cause does not have to be public.	HIT — a hold that clears is the launch team doing its job; nobody pays	HIT — the trouble showed on the ground and was cleared there	HIT — the launch did not go at the planned T-0, or the go was in public doubt up to the count; something on the ground was holding it back, which is the trouble this segment named, whether or not the cause is ever made public
scrub. The attempt was called off for the window.	VOID — nobody can be made to fly	HIT	HIT
ground anomaly. Damage or a named anomaly on the ground before ignition, short of the loss of the vehicle or payload.	MISS	HIT	HIT

WHAT THE RECORD SHOWS	CLEAN	ELEVATED RISK	NO-GO
loss on the ground. The vehicle or the payload was lost before ignition.	MISS	MISS — we said trouble that clears; the ground cover pays in full	HIT

Launch: ignition to payload release. Settles at window close, once the payload is released or the flight has ended.

WHAT THE RECORD SHOWS	CLEAN	ELEVATED RISK	NO-GO
clean ascent. Ignition to payload release with no named anomaly and none of the segment's named risk on the public record.	HIT	MISS	MISS
clean ascent with risk on record. No named anomaly in ascent, and the public record shows a risk this segment named was present. The row carries both sets of words and an evidence link.	HIT	HIT	MISS
anomaly in ascent. A named anomaly between ignition and payload release.	MISS	HIT	HIT
loss in ascent. The vehicle, the payload or the mission was lost between ignition and payload release.	MISS	MISS — the money pays in full	HIT
not flown. The attempt was scrubbed, so this segment has nothing to grade.	VOID	VOID	VOID

Operating life: payload release through first light plus 30 days. Settles at first light plus 30 days.

WHAT THE RECORD SHOWS	CLEAN	ELEVATED RISK	NO-GO
clean operation. No named anomaly from payload release through first light plus 30 days.	HIT	MISS	MISS
clean operation with risk on record. No named anomaly in that period, and the public record shows a risk this segment named was present. The row carries both sets of words and an evidence link.	HIT	HIT	MISS
anomaly in operating life. A named anomaly after payload release, inside first light plus 30 days.	MISS	HIT	HIT
loss in operating life. The payload or the mission was lost after payload release, inside first light plus 30 days.	MISS	MISS — the money pays in full	HIT
not flown. The attempt was scrubbed, so this segment has nothing to grade.	VOID	VOID	VOID

On a scrub the pre-ignition segment is graded as a scrub and the two flight segments are VOID. Holds are graded here and nowhere else: a hold never changes the band grade. A slip from the planned T-0 is a HIT for a pre-ignition segment read ELEVATED RISK or NO-GO: a vehicle that was ready would have gone at T-0. Segment grades have their own count. They never change the band grade, the score or the information yield.

The ladder, in one paragraph

A row is HIT when its named class shows on its channel, and a rated window flies as rated. There is no half credit on this read: a counted row is a HIT or a MISS. MISS is full weight and stands only on an affirmatively established falsifier, never on silence. Silence is UNRESOLVED, never a hit or a MISS. The read is graded from the seat of whoever has money on the line: did the band let them price the window well. A clean flight is a HIT only on a CLEAN band; a NO-GO band or an ELEVATED RISK band flown clean is a MISS, with or without a hold or delay, because holds and delays are never graded. The day call is not graded on a flight. With no flight no band grades and the day call is the one row that grades: VOID on a CLEAN day call (nobody can be made to fly) and HIT on an ELEVATED RISK or NO-GO day call. A named sub-class inside an acceptable window is an annotation, never a MISS. A VOID row names the trigger that never arose and is not counted. Any MISS, and any VOID of a row whose trigger arose, is proposed by the house's grading engine and stands only on the house reviewer's confirmation (the Principal). Probabilities are printed at most 0.99.

What voids a row

- This read binds to one T-0: 2026-11-13 22:45 UTC. A new date is a new reading, not a re-anchor.
- A T-0 outside 2026-11-13 22:45 UTC to 2026-11-14 00:00 UTC voids every row of this window; the rows print VOID and are not counted.
- A scrub is a scrub: with no flight no band grades, and the day call is the one row that grades, by the scrub row of the rubric; nothing transfers to a reschedule.
- A conditional row whose trigger never arises is VOID: in suspense, not refuted; an unreached call is never scored as a hit. A slip is VOID plus a new reading.

Influence never claimed: no reading in this document says that any call moved the outcome.

The grade words

GRADE	MEANS
HIT	the named class showed on its channel inside the flagged window, or the rated window flew as rated; full credit and no more: a caution beside it is an ANNOTATION, never a second hit
MISS	the falsifier is affirmatively established on its channel; full weight; graded by the house's grading engine and PROPOSED until the house reviewer confirms it; silence never grades a MISS
VOID	the precondition the row was sealed on never arose (an untriggered window, a T-0 outside the window, a scrub against a CLEAN day call); printed by name and never counted
OPEN	a sealed read whose channels have not yet been asked: a status, not a grade word; excluded from the record totals
ANNOTATION	a caution, never a scored row: a named sub-class inside an acceptable window, a consequence the outside cannot verify, or a fork component resolved against its priced side; one typed reason
UNRESOLVED	the channel has not spoken by its check date; excluded from scoring and kept visible; silence is never a hit and never a MISS

GRADE	MEANS
BRANCH	the realized path selected these conditional rows; neither hit nor MISS; the activated rows grade on their own clocks

The older house record still carries rows graded NEAR or PARTIAL at half weight, from calls graded before this rubric. They are counted in the house record figures as printed there. No row of this read can earn either word.

A scrub is a scrub. A slip is VOID plus a new reading.

24 GRADING SHEET

ROW	CALL AS SEALED	GRADES ON	CHECK DATE	STATE
If it flies: the band that holds the actual T-0	7 bands sealed: 7 ELEVATED RISK	IMMEDIATE — public, resolves at the window or within days. Public proxy: webcast · telemetry call-outs · provider statement at separation.	Fri, Nov 13, 18:00 CST	**UNRESOLVED**
If there is no flight: the day call	STAND DOWN (0.946)	no lift-off inside the sealed window, on the same public channel	Fri, Nov 13, 18:00 CST	**UNRESOLVED**
Second grade: named in advance	the issues this read names	the cause, once it is on the public record	when the cause is published	**UNRESOLVED**
Phase grade: pre-ignition	the class this phase carries in the band that grades	what the public record shows for this phase alone: the count, from the start of the window to ignition	at window close	**UNRESOLVED**
Phase grade: launch	the class this phase carries in the band that grades	what the public record shows for this phase alone: ignition to payload release	at window close, once the payload is released or the flight has ended	**UNRESOLVED**
Phase grade: operating life	the class this phase carries in the band that grades	what the public record shows for this phase alone: payload release through first light plus 30 days	at first light plus 30 days	**UNRESOLVED**

Only one of the first two rows grades: the band row on a flight, the day call row with no flight. The second grade is filled only on an anomaly, a failure or a scrub. The three phase grades are filled on every graded read; on a scrub the two flight phases are VOID.

The phase reads at the planned T-0 (Pre-ignition (count · pad) CLEAN (0.164) · Launch (ignition → separation) NO-GO (0.899) · Operating life (early orbit · service) ELEVATED RISK (0.361)) are how the course and the classes were reached. The three phase grades are kept beside the band grade with their own count; they never change the band grade or the score.

Every row is UNRESOLVED at the seal by construction; the grading fills the state, never this document.

25 POST-FLIGHT MEASUREMENT

If flown, two channels are measured after liftoff from the public record and published as an evidence pack: the ascent profile against prior flights of the same vehicle family (velocity at time, burn length, margins at stage events) and the communications and sensor imprint (loss of signal without precursor, pass degradation, safe mode after a comms timeout), each with one dated checkpoint. Neither is scored unless the grading sheet names a row for it.

ascent performance	pending — the benchmark set is named before liftoff
sensor imprint	pending — one look at the dated checkpoint; not in the sealed values
on a scrub	not published: there is no ascent to measure

06 · THE RECORD

§ 26–30

26 ACCURACY

3 sealed calls on Starship, 3 graded, 3 hits.

A hit: the row that grades, the band that holds the actual T-0 or the day call when there is no flight, carried the class the rubric's table pairs with what happened. If it flies, the band that holds the actual lift-off grades; the day call is the house's recommendation and is not graded on a flight. A clean flight grades HIT against a CLEAN band and MISS at full weight against an ELEVATED RISK or NO-GO band, with or without a hold or delay: holds and delays are never graded, only the flight is. A scrub is a scrub: with no flight no band grades, and the day call is the one row that grades, by the scrub row of the rubric; nothing transfers to a reschedule. There is no half credit on this read: its one graded row is a HIT or a MISS at full weight. The count above is therefore a count of calls, not of losses. The Brier score and the realized hit share, flagged against unflagged windows, ride below in the house record figures, recomputed from the published calibration file on the house site (space-insurance · underwriter-brief).

Criteria: alignment with the public channel per row of the grading sheet; the bands grade, the minutes never; a scrub grades the day call. Nothing here claims a hit before the channel speaks.

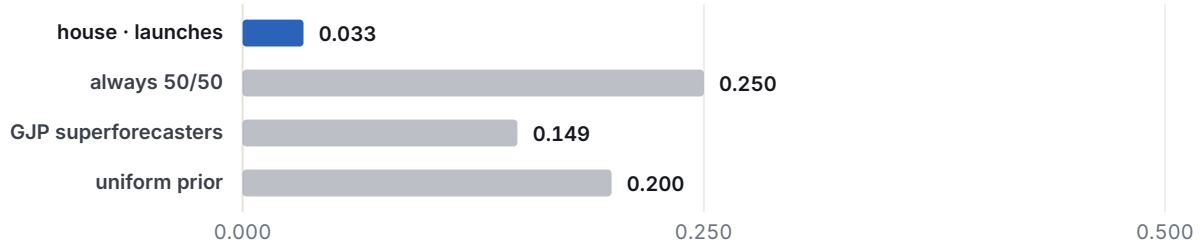
27 THE RECORD, SEALED AND PUBLIC

Sealed with this advisory

SEALED CALLS ON THE VEHICLE	GRADED	GRADED LAUNCHES, HOUSE-WIDE	HOUSE BRIER
3 Starship · since 2023-11-16	3 3 hits	26 the published calibration file, launch rows	0.033 superforecasters 0.149 · 50/50 0.250

Brier score

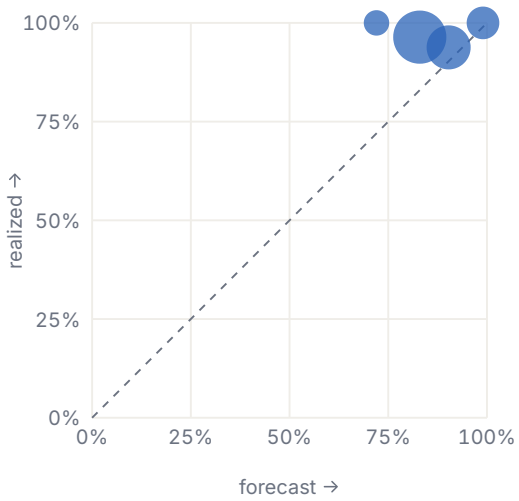
lower is better · 0 is perfect



The house rows are blue; the grey rows are the published references every forecaster is read against. A shorter bar is a better score.

Reliability

sealed bins · forecast against outcome



virtually certain: 3 · forecast 99% · realized 100% · very likely: 8 · forecast 90% · realized 94% · likely: 14 · forecast 83% · realized 96% · more likely than not: 1 · forecast 72% · realized 100%

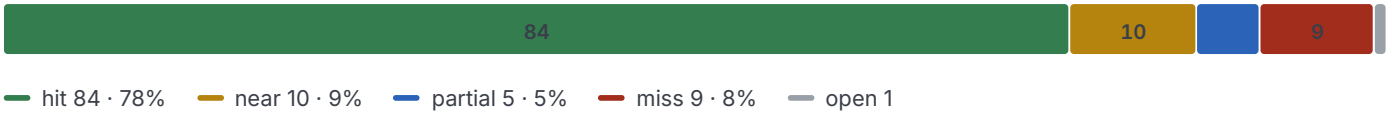
Realized when flagged: 96% of 26 flagged windows; when not flagged: no unflagged window graded yet.

The public record

CLOSED CALLS, WHOLE HOUSE	HIT SHARE	BRIER, WHOLE HOUSE	BRIER, LAUNCH CALLS
108 108 graded · 1 open	78% 84 hit of 108 graded	0.089 log loss 0.397	0.033 26 closed launch calls
BRIER, AUTOMATED READS			
0.048 3 graded of 6 sealed · own ledger · n < 5, not read			

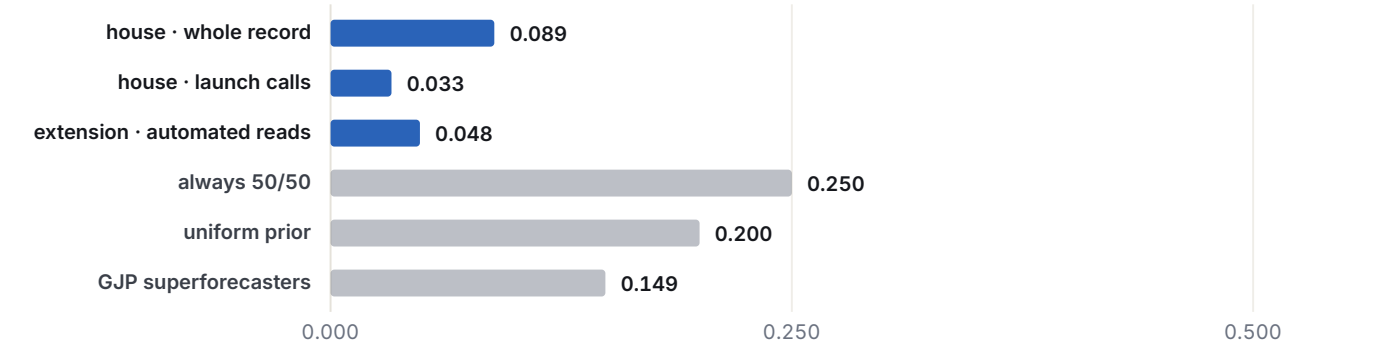
Every closed call

108 calls · 108 graded



Brier score

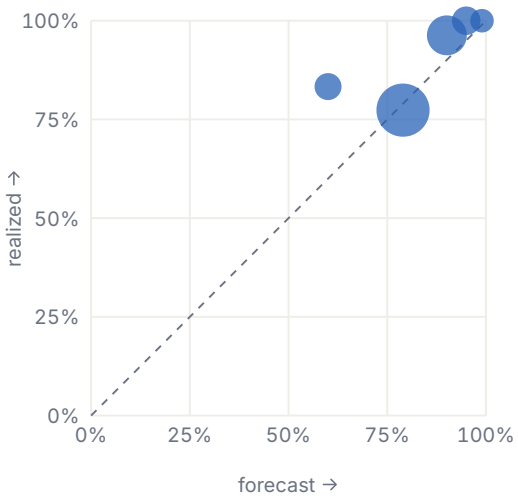
lower is better · 0 is perfect



The house rows are blue; the grey rows are the published references every forecaster is read against. A shorter bar is a better score.

Reliability

public bins · forecast against outcome



Virtually certain: 3 · forecast 99% · realized 100% · Extremely likely: 8 · forecast 95% · realized 100% · Very likely: 27 · forecast 90% · realized 96% · Likely: 64 · forecast 79% · realized 77% · More likely than not: 6 · forecast 60% · realized 83%

This mission's classes

The same public record cut four ways — the vehicle, the operator, the payload class and the orbit named on this advisory. The number is the hit share on that cut; the strip is its verdicts.

VEHICLE	OPERATOR	PAYLOAD CLASS	ORBIT
100%	100%	100%	92%
hit rate on Starship · 3 graded of 3	hit rate on SpaceX · 10 graded of 11	hit rate on comms-sat · 7 graded of 7	hit rate on LEO · 12 graded of 12
Brier 0.000	Brier 0.000	Brier 0.000	Brier 0.021

Similar missions on the record

Nearest first — scored by the classes shared with this mission. Each tile opens the sealed advisory on the house site.

HIT
LA-023
Starship Flight 13 — Twelve-Call Flight Review Sealed Before the Window · Scrub Recommendation · Starlink V3 Payload-Shortfall Headline
sealed 2026-07-17 · shares Vehicle, Operator

HIT
LA-005
Starship IFT-3 — Milestone Map & Root Cause, T-50h
sealed 2024-03-12 · shares Vehicle, Operator

HIT
LA-001
Starship IFT-2 — Loss-of-Vehicle, Sealed Pre-Flight
sealed 2023-11-16 · shares Vehicle, Operator

HIT
LA-024
USSF-366 / Falcon 9 — 15 Aug Launch-Day Read Sealed Before the Window · Recommend Scrub & Reschedule · Sixteen-Window Branch Map · Payload-Contamination Call at Certainty
sealed 2026-08-14 · shares Operator, Payload class, Orbit

HIT
LA-006
Falcon 9 GSAT-N2 — Minor Blemish on a Clean Bird
sealed 2024-11-17 · shares Operator, Payload class

HIT
LA-010
Falcon 9 Axiom-4 · Attempt 4 — Ignition & LZ-1 Touchdown, T-12h
sealed 2025-06-24 · shares Operator, Orbit

HIT
LA-009
Falcon 9 Axiom-4 · Attempt 3 — ISS Named as Risk Source
sealed 2025-06-19 · shares Operator, Orbit

HIT
LA-008
Falcon 9 Axiom-4 · Attempt 2 — Schedule Slip & Thermal Class
sealed 2025-06-12 · shares Operator, Orbit

In plain words

- The public record holds 108 closed calls: 84 hit, 10 near, 5 partial, 9 miss, 1 still open. Brier 0.089 across the whole record, against 0.149 for published superforecasters and 0.250 for always-50/50. Lower is better.
- The launch subset: 26 closed launch calls, Brier 0.033.
- The automated lane — reads this extension produced for house-run launches, on its own ledger: 6 sealed reads, 3 gradeds, Brier 0.048 (under 5 graded: printed, not read); never blended with the hand number.
- Vehicle Starship: 3 sealed calls, 3 graded, 3 hit (hit rate 100%, Brier 0.000).
- Operator SpaceX: 11 sealed calls, 10 graded, 10 hit (hit rate 100%, Brier 0.000).
- Payload class comms-sat: 7 sealed calls, 7 graded, 7 hit (hit rate 100%, Brier 0.000).
- Orbit LEO: 12 sealed calls, 12 graded, 11 hit, 1 partial (hit rate 92%, Brier 0.021).
- 8 similar missions on the record, nearest first: LA-023 (hit), LA-005 (hit), LA-001 (hit), LA-024 (hit), LA-006 (hit), LA-010 (hit), LA-009 (hit), LA-008 (hit).

Read from jyotishintelligence.com/api/v1 · file generated 2026-11-13 17:32Z · fetched for this print 2026-11-13 18:00Z.

THE HOUSE RECORD — FIGURES

graded launches	26
Brier (house)	0.033
Brier (always 50/50)	0.25
Brier (uniform prior)	0.2
Brier (published superforecaster)	0.149
realized when flagged	96% of 26
realized when not flagged	no unflagged launch in the graded record yet
basis	the published calibration file, launch rows

BAND	N	MEAN P	REALIZED
virtually certain	3	0.990	100%
very likely	8	0.903	94%
likely	14	0.830	96%
more likely than not	1	0.720	100%

Reliability reads band by band: mean p against the realized share. Flagged = the house named the class at p ≥ 0.5. These are the published file's rows recomputed; the file and its hash are on the house site.

28 SEALED BEFORE THE EVENT

sealed	2026-11-13 17:59 UTC
lead before the window	4.8 h
verification	every hash, key and version is in the verification exhibit at the end

The record is the credential: the values object was hashed and signed before the window opened, and the house holds only the encrypted form. The same sentence could not be written after the fact.

29 STRESS TEST — WHAT WOULD BREAK THIS CALL

- Pre-ignition: no public prior is filed for this phase (no catalog row) — not in the sealed values
- Launch: no public prior is filed for this phase (no catalog row) — not in the sealed values
- Operating life: no public prior is filed for this phase (no catalog row) — not in the sealed values
- A T-0 move outside the window is a new reading, never a re-anchor: the rows of the sealed T-0 are VOID. A move inside the window selects another band of this record and rides as an addendum with its own hash.
- A scrub is a scrub: with no flight no band grades, and the day call is the one row that grades, by the scrub row of the rubric; nothing transfers to a reschedule.

30 ADDENDUM AND RE-SEAL BLOCK

The anchor is frozen at the seal. A T-0 move inside the window expands this record by an addendum with its own hash; an error is an erratum; no sealed byte is ever edited. A re-seal for a T-0 slip is an addendum under the same advisory id; what it costs is a matter of the terms of service, never of this document.

Addenda and errata on this record

No addendum and no erratum at the seal: this is the record as first sealed. An erratum, if one is ever needed, is sealed before the outcome is known or it is not an erratum.

No change was taken at filing.

What we do not know

Every checked mission field agreed with an independent source. What follows is what this read could not stand on.

- Still pending at the brief (2026-11-13): One item is named as pending: the FAA licence modification for Flight 15, including authority for Ship 42's overland return and tower catch. NASASpaceflight (2026-11-13) wrote that the FAA had not yet published an updated launch licence, and quoted SpaceX's target as "pending regulatory approval". AFP via Yahoo (2026-11-13) said final FAA approval had not been given as of late Thursday, November 12. A Benzinga item on the same Yahoo page, citing Reuters, said the licence had not been issued as of Friday morning, November 13. Teslarati (2026-11-06) noted the FAA's Starship page listed no Flight 15 licence. Not found in the pages read: any open mishap investigation, or the status of airspace and maritime notices.
- The market line: not observed (Looked for insurance trade press and named the market or broker statements on how the space insurance market treats Starship and self-carried LEO constellation launches (capacity, recent losses, public comments). The search tool budget ran out before any dated page on this was retrieved, so no sourced fact can be given.).

- Pre-ignition: no public prior is filed for this phase (no catalog row)
- Launch: no public prior is filed for this phase (no catalog row)
- Operating life: no public prior is filed for this phase (no catalog row)

07 · WATCH AND PLEDGE

§ 31–32

31 THE WATCH PLAN

PHASE	WINDOW	INSTRUMENT	THE BAND PICTURE	OBSERVABLE	NOT OBSERVED
Pre-ignition (count · pad)	16:45–18:00 CST at the pad	provider count net · webcast · range statements	signal 0.164–0.207 across the window; peak 16:45–18:00 CST (0.207); clean 16:45–18:00 CST.	a degraded subsystem · cryogenic and thermal margins · fluids and weather · ignition and combustion	no public prior is filed for this phase (no catalog row)

PHASE	WINDOW	INSTRUMENT	THE BAND PICTURE	OBSERVABLE	NOT OBSERVED
Launch (ignition → separation)	16:45–18:00 CST at the pad	webcast · telemetry call-outs · provider statement at separation	signal 0.898–0.939 across the window; peak 16:45–18:00 CST (0.939); no clean range.	a degraded subsystem · cryogenic and thermal margins · fluids and weather · ignition and combustion	no public prior is filed for this phase (no catalog row)
Operating life (early orbit · service)	16:45–18:00 CST at the pad	public catalogs and trackers · operator statements · first-light reports	signal 0.280–0.361 across the window; peak 16:45–17:40 CST (0.361); lightest 17:41–18:00 CST (0.280); clean 17:41–18:00 CST.	a degraded subsystem · cryogenic and thermal margins · fluids and weather · ignition and combustion	no public prior is filed for this phase (no catalog row)

Columns left out because this read files no value for them: counts as the event.

The band-by-band clocks are drawn on the window map and the risk curve; this table says where to look, for what, and what counts.

32 THE DATA PLEDGE

The operating-life row resolves on public data that may take longer than 90 days to show. For that row silence across the named public channels (public catalogs and trackers · operator statements · first-light reports) stays UNRESOLVED at every horizon, including past 90 days: silence never grades a MISS. The 90-day clock triggers the house reviewer's ruling on the row (PROPOSED), never a grade by itself. The pledge is sealed as its own addendum one day after the window; this line pre-commits it.

08 · METHOD AND EXHIBITS

§ 33–38

33 EXHIBITS AND THE CONSENSUS FREEZE

Sources read before the seal: house pad and vehicle table · Launch Library 2 (The Space Devs) · https://ll.thespacedevs.com/2.2.0/launch/upcoming/?search=Starship&net__gte=2026-11-10T22:45:00Z&net__lte=2026-11-16T22:45:00Z&limit=10&mode=normal.

FIELD	SOURCE	AS FOUND	READ AT
Vehicle	house pad and vehicle table	Starship	2026-11-13 17:44 UTC
Provider	house pad and vehicle table	SpaceX	2026-11-13 17:44 UTC
Pad	house pad and vehicle table	OLP-B	2026-11-13 17:44 UTC

FIELD	SOURCE	AS FOUND	READ AT
Site	house pad and vehicle table	Starbase · Boca Chica	2026-11-13 17:44 UTC
Country	house pad and vehicle table	US	2026-11-13 17:44 UTC
Window 1	arithmetic	2026-11-13 22:45 UTC → 2026-11-14 00:00 UTC	2026-11-13 17:44 UTC
Schedule	Launch Library 2 (The Space Devs)	2026-11-13 22:45 UTC	2026-11-13 17:44 UTC
Schedule.pad	Launch Library 2 (The Space Devs)	OLP-B	2026-11-13 17:44 UTC
Orbit	Launch Library 2 (The Space Devs)	LEO	2026-11-13 17:44 UTC
Payload class	Launch Library 2 (The Space Devs)	comms-sat	2026-11-13 17:44 UTC

Public callers before the seal: not in the sealed values; no count is printed.

The consensus is frozen at the seal: what the public schedule said, when it said it. A later change is an addendum, never an edit.

34 CHAIN OF CUSTODY

The paper trail a stranger can verify, on the six axes and the one lane. Convergence, not causation: nothing on this register grades anything.

WHO	the house, reading the public schedule before the seal
WHAT	Vehicle, Provider, Pad, Site, Country, Window 1, Schedule, Schedule.pad, Orbit, Payload class
WHERE	house pad and vehicle table · Launch Library 2 (The Space Devs) · https://ll.thespacedevs.com/2.2.0/launch/upcoming/?search=Starship&net__gte=2026-11-10T22:45:00Z&net__lte=2026-11-16T22:45:00Z&limit=10&mode=normal
WHEN	2026-11-13 17:44 UTC
WHY	a premise checked against an independent source grades; an unchecked premise cannot
HOW	copy and seal at capture — every row carries the value as found and the value as used
WHAT TO WATCH	the channels of the watch plan, fixed before the window

The register grows, dated, from seal day on the house site; this document carries the seal-day rows only.

35 METHOD AND BOUNDARY

The method is a black box and is argued nowhere in this document. The advisory augments the launch team's own judgment; it is never a go/no-go.

What this read is. The house reads the day's conditions for a mission flown with full diligence: the weather for a team that does its best. It is not a reliability model, not a prediction of a specific failure and not a substitute for engineering review. A CLEAN day does not cure negligence; an adverse day compounds it. Outcomes on any day remain the launch team's. The read is one input beside the buyer's own model, given without warranty and without liability for any underwriting decision, and it is graded publicly after the fact under the sealed rules.

Boundary of the grade: the grade is pre-committed in the sealed text and is never set by this advisory. Any MISS, and any VOID of a row whose trigger arose, is proposed by the house's grading engine and stands only on the house reviewer's confirmation (the Principal); a silent channel is UNRESOLVED, never scored either way.

1. Vijay Jyotish is not an insurer, an insurance producer or an adjuster; nothing here binds, sells or adjusts cover.
2. What is delivered is an assessment of a named mission, never a price or a figure for cover; the class words CLEAN, ELEVATED RISK and NO-GO speak to posture, and every figure for cover stays the underwriter's.
3. No coverage advice is given to an insured; the buyer's own underwriting judgment and licensed advisers decide what is bound.
4. No controlled technical data is received, held or produced; the mission is identified by public identifiers only.

Attestation

1. Opinion: the read is the house's opinion on the sealed values, given without warranty; it is not a recommendation to bind.
2. No non-public information: every input is public; no non-public information was used to write the read.
3. The values SHA-256 is bound inside the sealed text: the seal line under the Verification exhibit carries it, and a changed value changes the hash.
4. No position: the house holds no position in the mission, the vehicle, the operator or any instrument on them.

36 THE LAWS OF FORESIGHT

doctrine	the house laws of foresight
sealed under	door law 0.23.8 · read engine 0.9.11 · read module 0.9.8 · window health 0.4.11 · rules 3c53533251ce

A citation names what governs a claim; the method stays a black box.

37 VERIFICATION EXHIBIT — HOW A STRANGER CHECKS THIS RECORD

Recompute sha256 over the canonical values object and compare it with the line below; verify the house line against the pinned key at /.well-known/jyotint-keys.json; the template digest is the # templates line of /extension-verify.txt.

house line	VERIFIED — house line verifies (sign-3fd74b1d, 2026-11-13T17:59:45.119Z)
values sha256	b430f106a5ec2e8b9ec3a589e8f0ab7763a3b2c66a75e236f2a50220dbec1c40
template	customer · e34fc5fc25903809…
key epoch	2026 · week 46
sealed	2026-11-13T17:59:44.254Z
engine	decision package · mode frontier · 23 s · law 0.4.0
model	claude-fable-5-2

GLOSSARY FOR UNDERWRITING

Brier score	the mean squared error of a probability forecast against what happened (0 or 1). Lower is better; a confident wrong call costs the most. It is scored on the house's graded record, not on this one day.
Calibration	whether the stated probabilities match how often the event happens: days called at roughly 1 in 10 should show the named class about 1 time in 10 over many calls.
Confidence	what the house signal has been tested against: the count of graded launch calls and their Brier score, printed beside the signal as the count it was calibrated on. It is not a statistical interval.
Out-of-model signal	a day-specific probability from the house's measured series, outside the vehicle and base-rate model. It moves when the day's facts move, so it sits beside the model and does not replace it.
House signal	a chance on a 0-to-1 scale: the house's rated likelihood that the named anomaly class shows for this vehicle on this day (0 none, 1 certain). 0.90 reads as 9 in 10; 0.12 as roughly 1 in 8. Where a public base rate is filed for the vehicle and phase it prints beside the signal; where none is filed the document says so.
Public prior / base rate	the catalog's public base rate for the vehicle and phase before any day-specific reading. 'Times the base rate' is the house signal divided by this prior.
Lift	the ratio of the house signal to the public prior, as the house prints it; the gloss beside it recomputes the same ratio from the printed numbers.
CLEAN	the day reads clear for the named vehicle. Write on your standard terms; the day places no named anomaly on the timeline.
ELEVATED RISK	a named anomaly class is placed on the flight timeline, with the window it threatens. Write with terms on the named anomaly class for that window, or a condition that names it; the load is yours. Where your authority sets a referral trigger, this read is it.
NO-GO	the day reads adverse at the level of the mission. The house would not write this window; where you write, write on the named terms. Where the read names a clean range, that range is what the read speaks to; the bind and the date stay with the underwriter.

Sealed	**the values were hashed and recorded before the window opened. No sealed byte is edited afterwards: a T-0 move adds an addendum with its own hash, and an error is an erratum. Sealing matters in a claims dispute because it fixes what was said, and when, before the event.**
Era-2 risk product	**the house's second-era convention: a read names a risk class and the window it threatens, as a probability band, rather than an exact outcome. It is graded only on its sealed text: a flagged risk that showed inside its window is a hit, a clean flight against a NO-GO band or an ELEVATED RISK band is a miss at full weight, with or without a hold or delay, and with no flight no band grades: a scrub grades the day call. There is no half credit. Era-1 reads called exact outcomes; an underwriter prices era-2 bands.**
Published record	**the house's graded calls, Brier score and realized flags inside the named class are published on the house site under space-insurance and underwriter-brief. The same figures, as they stood at the seal, ride in this document under The record, sealed and public; the live record on the house site carries the score after the seal.**
Verify the seal	**recompute the sha256 over the canonical values object and compare it with the seal line; check the seal line against the pinned key at /.well-known/jyotint-keys.json on the house site, as the Verification exhibit prints.**

38 ONE THIRD PARTY

the mission packet was read by a frontier model at a US vendor under the house key (disclosed); the vendor saw the packet, never your key, never the read's destination

Rendered on your device from the sealed values; the house holds only the encrypted form. Vijay Jyotish LLC.